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ALEX. ROSS & Co.
[764]

Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General
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At times of
crisis it must
be Bovril

BRITISH TO THE
BACKBONE.

No. 18,208. 號八零百二千八萬一第 日五十二月八年辰丙 HONGKONG, FRIDAY, SEPTEMBER 22ND, 1916 五拜禮 號十二月九年五國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS.
TO ARRIVE.
Sept. 22nd.—Europe (via Negapatam),
per s.s. CLAUDE,
Sept. 22nd.—Europe (via Siberia), per
s.s. CHENAN,
Sept. 23rd.—The English mail, per s.s.
NOVARA.
TO DEPART.
Sept. 23rd.—Straits, Burmah, Ceylon,
Adelaide, Western Australia,
India, Aden, Egypt and
Europe, at 5 p.m., per s.s.
NAMUR.
Sept. 24th.—Straits, Ceylon, Durban,
Johannesburg, Cape Town
and London, at 9 a.m., per
s.s. MIZUKAWA MARU.
Sept. 25th.—Haiphong, Tourane, Sai-
gon, Straits, Burmah, Cey-
lon, Western Australia, Ade-
laide, India, Aden, Egypt
and Europe, at 4 p.m., per
s.s. PORTUS.
Sept. 25th.—Europe via Siberia, at 5
p.m., per s.s. NOVARA.
Oct. 4th.—Europe via Siberia, at 10.30
a.m., per s.s. EMPRESS OF
ASIA.

N.B.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 37½ lbs. net.
In Bags 50 lbs. net.
SHEWAN TOMES & Co.,
General Managers. 680

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**PEAK TRAMWAY COMPANY
LIMITED**

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " to 10.00 " " 10 "
10.00 " to 11.00 " " 10 "
11.30 " to 12.45 p.m. " 15 "
12.45 p.m. to 1.15 " " 10 "
1.15 " to 1.45 " " 10 "
1.45 " to 2.15 " " 10 "
2.15 " to 3.00 " " 15 "
3.00 " to 3.10 " " 10 "
8.50 p.m. and 9.00 p.m. 9.30 to 11.30 p.m.
Every Half Hour.
11.00 p.m. to 11.45 p.m. Every Quarter Hour.
SUNDAYS.
7.30 a.m.
8.00 " to 10.30 a.m. Every 15 minutes.
10.30 " to 11.00 " " 10 "
11.30 " to 12.00 noon " 10 "
12.00 noon to 1.00 p.m. " 15 "
1.00 p.m. to 3.00 " " 10 "
3.00 " to 5.00 " " 10 "
5.00 " to 7.00 " " 15 "
7.00 " to 8.10 " " 10 "
NIGHT CARS on Week Days.
Extra Car at 12 Midnight.
SPECIAL CARS for arrangements at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time-tables, but
not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compro Order represent-
ing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers. 600

MITSUBISHI DOCKYARD AND ENGINE WORKS.

J.A. ABC, WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines, Boilers, and Electrical Engineers.
Manufacturers of Condensers, Steam Engines, Bronze Castings,
Piston's Steam Turbines and Turbo-Alternators, &c. &c.

NAGASAKI
TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Docks No. 1. Dock No. 2. Dock No. 3. Dock No. 4.
Length on Keel Blocks ... 510 feet 250 58 714 feet.
Width of Entrance on bottom ... 77 " 54 44 "
Water on Blocks at Spring Tide ... 26 " 24 44 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OUEA MARG", 716 tons and 18 knots.
Two Floating Cranes of 90 and 30 tons each, besides 150 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS: "DOCK" KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1 7,000 tons. No. 2 14,000 tons.
Max. Length of Ship taken in ... 480 feet. " 530 feet.
Max. Breadth of Ship taken in ... 68 " 68 "
Max. Draft of Ship taken in ... 23 " 28 "
The Salvage Steamer "ARIMA MARU", Pumping capacity per hour 8,000 tons.

HIKOSHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK" SHIMODA.
GRAVING DOCK.
Length on Keel Blocks ... 385 feet 0 inch.
Breadth at Entrance on bottom ... 58 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. [743]

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DODWELL & CO., LTD.,
AGENTS. [188]

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TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE-WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between
Dairen and Changchun in connection with the Trans-Siberian Express (China and with
Dairen-Seiton (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKARI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
Station	Time	Days	Remarks	Station	Time	Days	Remarks
Dairen	8.00 a.m.	Mon, Wed, Fri	Leaves Dairen	Changchun	11.30 a.m.	Tue, Thu, Sat	Arrives Changchun
Shanghai	1.00 p.m.	Mon, Wed, Fri	Arrives Shanghai	Dairen	8.00 p.m.	Tue, Thu, Sat	Leaves Dairen
Changchun	1.00 p.m.	Tue, Thu, Sat	Arrives Changchun	Shanghai	1.00 p.m.	Mon, Wed, Fri	Arrives Shanghai
Dairen	8.00 p.m.	Mon, Wed, Fri	Leaves Dairen	Changchun	11.30 a.m.	Tue, Thu, Sat	Arrives Changchun

* Russian Train Time is 23 minutes faster than S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun
at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class
Passengers can secure sleeping accommodation on payment of Yen. 2.
RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). At Dairen,
Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in North China),
all under the Company's Management.
* TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the INTERNATIONAL TRAVELLING CAR & EXPRESS TRAVEL CO.;
Messrs. THOS. COOK & SON; the NORDDEUTSCHER LEBERBUREAU and the NIPPON YUEN KAISEI,
Shanghai; from whom all information, time-tables, pictorial guide-books, etc., can be obtained
free, or direct from the—
SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add. "MANCHURIA." Code: A.R.C. 5th Ed. A1, and Lieber's

FUSHUN COAL.
THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
and also at Antung, Chiaofoo, Shanghai, Hongkong, Manila, Singapore, and Penang.
MINING DEPARTMENT
SOUTH MANCHURIA RAILWAY CO., DAIREN.
[480]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
Single Fare by Night Steamer ... \$6.00
Return " " (available also for return by day steamer) ... 11.00
Single Fare by Day Steamer ... 5.00
Return " " ... 9.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.
FRIDAY, 22ND SEPTEMBER, 1916.
8 a.m. HEUNGSHAN. | 8 a.m. HONAM.
10 p.m. KINSHAN. | 6 p.m. KINSHAN.
SATURDAY, 23RD SEPTEMBER, 1916.
8 a.m. HONAM. | 8 a.m. HEUNGSHAN.
10 p.m. KINSHAN. | 6 p.m. KINSHAN.

HONGKONG-MACAO LINE.
S.S. "TAISHAN," Tons 2,008. | S.S. "SUI TAI," Tons 1,651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.
SUNDAY, 1916.
The Company's New Steamship
"TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return
from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m.
and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.
MACAO-CANTON LINE.
S.S. "SUI AN."
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 688 tons, and S.S. "NANLING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 6 days. Passengers can return to Hongkong or vice versa by the
Company's direct Steamers "LINTAN" and "JANUI." These vessels have superior Cabin
accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [125]

APPLICATIONS FOR AGENCIES IN
CHINA AND JAPAN.

Should be sent to our Agent—
MR. T. RUDDIMAN JOHNSTON,
13, Mikawada-machi, Asakusa-ku, TOKYO, JAPAN.

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FOR OVER 120 YEARS.
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NEW CARTRIDGES.
BY popular English Manufacturers
in all Bore and Size.
**SMOKELESS POWDER and CHILLED
SHOT.** From No. 10 to 55SG. at 4s. 7d. and
7s. 6d. per 100. SPORTING REQUISITES
and AIR-GUNS in Variety.
Inspection invited.
WM. SCHMIDT & Co.
[641]

NOTICE.
ANY EUROPEAN, Non-Asiatic or Indian
desiring to leave the Colony should apply
in writing for permission to do so to the Captain
SUPERINTENDENT OF POLICE, at least
48 hours before the intended hour of departure,
giving name, nationality, age, sex, date of birth
and occupation of the applicant, and stating the
name of the steamer or other vessel or the hour
of the train by which the applicant wishes to
leave. Applicants should apply in person for
their passes at the CENTRAL POLICE STATION
between the hours of 9 a.m. to 1 p.m. and
2 p.m. to 4 p.m. daily.
77

FOR SALE.
NOTICE TO INTENDING PURCHASERS.
TENDERS for the purchase of the HULL
and MACHINERY of a Steel Twin
Screw River Steamer built in 1904, recently
damaged by fire, and now lying in Shanghai
Harbour as per advertisement in this paper
on 9th, 11th and 18th inst., must be lodged
with Messrs. GIBB, LIVINGSTON & Co.,
Shanghai, not later than MONDAY, 25th
September, 1916.
[1155]

GRACA & CO.
No. 4, WYNDHAM STREET.
[861]

JUST RECEIVED
FRESH Supply of FLOWER and
VEGETABLE SEEDS.
ON SALE.
BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JANUARY to JUNE,
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With INDEX, Price \$7.50.
On Sale at the "HONGKONG DAILY PRESS"
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AND
GRILL ROOM.
J. H. TAGGAET,
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ELECTRIC LIGHTS AND LIGHTING
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone: No. 373.
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J. WITCHELL,
Manager. 2

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1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and
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Comfort, Health and Convenience. Telephones
in every room, prompt connection maintained
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Fifteen minutes from Principal Landing
Stage. Moderate Tariff and Excellent Cuisine.
Rivet Garden, and Social Rooms. European
Banner meets Steamers.
P. O. FEUSTER
Manager. [151]

VICTORIA HOTEL CANTON.

Situated on the British Concession,
Shameen.
The only European Hotel in
Canton.
Guides and Chairs provided.
Every information and special
attention given to Tourists.
Reasonable Rates.
Under the personal Management
of Mr. and Mrs. GEO. E. EYLES.
[152]

SPEND YOUR VACATION IN

BAGUIO (PHILIPPINES).

CULTY Built on Pine Clad Hills Swept by
Cool and Refreshing Breezes.
5,000 FEET ABOVE SEA LEVEL.
65° F. AVERAGE TEMPERATURE.
Eight hours by Rail or Automobile from
Manila.
GOLF, TENNIS, POLO.
**MOUNTAIN CLIMBING TO
ALTITUDES OF 9,000 FEET.**
FINEST & TOMORROW'S ROADS
IN THE WORLD.
Automobile and Horse Race Tracks
FIRST CLASS HOTELS.
For Information, address—
THE CITY SECRETARY,
BAGUIO, P.I.,
or nearest Office of THOS. COOK & SON.
[788]

FRENCH LESSONS

G. MOUSSION.
15, MOUSSION HILL ROAD.
[1048]

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LIMITED,
SOLE AGENTS

for the famous

WEBER & ALLISON

PIANOS

BRITISH-MADE THROUGHOUT.

NEW MODELS

JUST RECEIVED.

INSPECTION INVITED.

EDUCATIONAL DIRECTORY OF CHINA. 1916.

400 PAGES. ENLARGED AND ILLUSTRATED.

THE EDUCATIONAL DIRECTORY OF CHINA for 1916 (3rd annual issue) is now on sale. Price: \$3 net. Part 1 consists of articles by Prof. Middleton Smith, of Hongkong University, and other able writers. It also contains information about educational societies and organizations in China; syllabi of the Hongkong Matriculation Examination, the East China Educational Union and the Government Ministry of Education; details of the Scout Movement in China, etc., etc.

Parts 2 and 3 comprise a detailed Directory of Schools, Colleges and Universities (including Medical Schools) where English is taught, and information concerning 2,000 Teachers.

The Directory is useful to all engaged in Education, and makes a valuable mailing list. May be had at KELLY & WALSH, LTD., ED. EVANS & SONS, LTD., THE MISSION BOOK COMPANY, BREWER & CO., THE COMMERCIAL PRESS, LTD., or direct from THE ORIENTAL PRESS, 55-56, Avenue Edward VII., Shanghai.

[1165]

THEATRE ROYAL.

HONGKONG.
THE THEATRICAL EVENT OF THE YEAR!
A FEAST OF COMEDY AND DRAMA.

THE HOWITT PHILLIPS REPERTORY CO.

IN THE LATEST LONDON SUCCESSES.

MONDAY, SEPT. 25TH.
London's Latest and Greatest Farce—Comedy.

"A LITTLE BIT OF FLUFF."

TUESDAY, SEPT. 26TH.

The most Successful Comedy of recent years, now nearing its 800th Performance in London.

"PEG O' MY HEART."

By HARTLEY MANNERS.

WEDNESDAY, SEPT. 27TH.

The Latest Comedy by HORACE ANNISLEY VACHELL from the Haymarket Theatre, London.

"QUINNEY'S."

THURSDAY, SEPT. 28TH.

Somerset Maugham's very Latest Successful Comedy from the New Theatre, London.

"CAROLINE."

FRIDAY, SEPT. 29TH.

W. J. Locke's Delightful Comedy, from the Garrick Theatre, London.

"THE MORALS OF MARCUS."

SATURDAY, SEPT. 30TH.

Martin Harvey's Great Adelphi Theatre Costume Play.

"THE BREED OF THE TRESHAMS."

PRICES AS USUAL.

Plans and Booking at MOUTRIE'S.

Commence at 9.15 P.M.

[1164]

ARE YOU TAKING UP YOUR PIPE AGAIN?

To thoroughly enjoy it you should fill it with
WESTMINSTER SMOKING MIXTURE.

\$1.20

for
4 Ozs.



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4 Ozs.

A SMOKING TOBACCO AT ITS BEST!

**WESTMINSTER TOBACCO
CO., LTD.**
LONDON.

CANTON AND BRITISH WAR-CHARITIES.

A further sum of £210 10s. (making £1,210 10s. for this year), subscribed by British residents in Canton, has been remitted to London during August and September as undernoted:—

Soldiers and Sailors Families Association	2 75 0
British Ambulance Committee	25 0 0
Kensington War Hospital Supply Depot	50 0 0
Prisoners of War Fund	25 0 0
British Red Cross Society	25 0 0
St. Dunstan's Home for Blind Soldiers	10 10 0
Total	£210 10 0

The following is a list of the Subscriptions to date:—

Already acknowledged for 1916:

Anonymous per A.H. \$6.40; S. M. Bander, \$2; A. H. Craig, \$3; Ray Geo. H. McNeur, \$5; C. H. J. Ross, \$5

J. H. Barton, W. Bonas, C. Clarkson, P. A. V. Dixon, Captain T. Donaldson, H. Ellis, Rev. Geo. H. McNeur, \$5; C. H. Kins, A. G. McLoughlin, A. Martin, H. G. Mullin, R. C. G. Ogilvie, Dr. W. G. Reynolds, J. Russ, H. C. Scrimshaw, and C. E. Watson—\$10 each—\$100.00

R. K. Batchelor, A. H. Rev. Bray, C. F. W. Carver, J. E. B. de Courcy, O. Eager, H. P. Harris, Dr. A. W. Hooker, A. Hotsen, T. N. Manners, R. T. Matheson, H. Staples Smith, Frank Smith, Jos. T. Smith, W. C. States, Rev. S. G. Tope, V. P. Waters, Rev. J. White, A. G. Wilson and H. A. Worley—\$20 each—\$400.00

F. G. Becke, E. S. Bennett, J. H. Crocker, H. F. Dent, E. E. Garrard, P. L. Oakley, A. V. Hogg, E. E. Joseph, O. C. Kench, A. Millar, H. H. Sandeman, H. Satton and E. Marshall Wood—\$40 each—\$1,600.00

IF. Norton Bell—\$50.00

O. W. Darrah, G. C. Kitching, and G. L. Reid—\$60 each—\$1,800.00

H. T. Foord and Rev. J. R. Temple—\$50 each—\$1,000.00

D. Forbes—\$80.00

F. A. O. Friederichsen—\$12.00

J. W. Jamieson, C.M.G.—\$10.10

C. A. McAllum—\$200.00

C. H. Shields—\$120.00

Total for 1916, \$11,133.27 and £244 10s.

copies of the circular issued by the Committee with regard to War Charities can be obtained from the undernoted, to whom further donations and subscriptions should be sent:—D. Forbes c/o Hongkong Bank, Canton. Acknowledgments of the amounts remitted in May and June have been received and from amongst them the following one, from the Chairman British Red Cross Society, dated 20th July, shows how much even small contributions are appreciated:—

"I have to thank you for your letter of the 18th June last enclosing a further contribution to our funds of £50, subscribed by British Residents in Canton, and enclose herewith our official receipt."

"The Finance Committee desire me to express through you to the British War Charities Committee and to the British Residents in Canton our warm and grateful thanks for the generous interest they take in our work, and for the continued practical help they give to us for the sick and wounded of His Majesty's Forces."

MERCHANT SERVICE IN WAR.

"The merchant service stands fast, as it stood a year ago. Despite the depredations of submarine warfare, our ships go where they are accustomed to go on their lawful vocations, sustaining the Army, the Navy, and the life of the country. No praise can be too high for those who take them on their familiar journeys, beset, as they are, with unfamiliar perils."

This was the tribute paid to the men of our mercantile marine by Mr. A. S. Kettlewell, while presiding at a meeting of the London General Shipowners' Society, apart from those ships, Mr. Kettlewell went on to say, and the men who pursue their peace-time vocations in the midst of war, they could take pride in the vessels taken for various services as adjuncts of the fleet, and those men recruited from the mercantile marine who swelled the personnel of the Navy. To our pleasure, and to their own lasting regret, the German fleet had at last been compelled to accept battle. The weather alone had robbed our Navy of that crushing victory for which we had all hoped; but there was ample ground for satisfaction. As before, the command of the sea was ours; the blockade remained unbroken, despite the spectacular arrival of the Deutschland at Newport News, and the deprivation of supplies was at last making itself felt in Germany.

In their annual report the committee mentioned, among the subjects which had engaged their attention during the year, the congestion in the docks and warehouses, the labour employed on ships in the port, detention of lighters under load, the supply of tugs and transport gangs, the excess profits duty, the construction of passenger steamers, the supply of tonnage, and the effects of recruiting and the Military Service Act upon shipowners' interest. In connection with the last-named subject, the London Shipowners' and Transport Workers' Military Service Committee had been formed under the chairmanship of Mr. Wimbles, vice-chairman of the Shipowners' Society, and claims for the exemption of over 19,000 men had been submitted, over 18,000 cases had been dealt with, and in more than 17,500 of them it had been decided to grant certificates.

SINKING OF BRITISH SHIPS. "TON FOR TON" RESTITUTION.

In his presidential address at the Manchester Chamber of Commerce, Mr. R. B. Stoker, who is chairman of the Manchester Liners (Limited), said the war had created a longing of all things German, which would take years of peace to eradicate with most people. "We English do not indulge in hymns of hate," he said. "We simply feel contempt and disgust, and this is in most of us, expressed by simply resolving to have no more to do with them in future, commercial or social, and this resolves the large majority of us mean to carry out whatever may be the eventual action of the Government on preferential trade."

He was giving his individual views entirely, and did not in any way wish to rope in his colleagues, as this phase of the question had not been yet considered in detail by the board, which during the last six months had been passing through a period of transition, and had many other matters to deal with. The whole subject, however, had been carefully deliberated upon by a special committee of the London Chamber of Commerce, whose second report of May 25 laid down a suggested scheme of a far-reaching description. The application of a radical change in trade bristled with difficulties, and might possibly adversely affect some few existing interests. But the difficulties could always be overcome when tackled with earnestness and good-sense, and if some few interests suffered, this was infinitesimal compared with the benefits and advantages which would accrue to the Empire as a whole.

The question of restitution in kind after the war would appeal more specially, perhaps, to British shipowners. German methods had been most systematic in the destruction of British tonnage by raiders and submarines. The figures had only been made public up to December 31st, 1915, but they showed that up to that date 1,150,728 gross tons of English shipping had been destroyed by our enemies. How many since December 31st he could not say, but it had been considerable, and they might justifiably assume, say, another 400,000 gross tons. To replace this 1,550,000 tons would take a considerable time. Were they not, therefore, justified in insisting on the German merchant marine being handed over, ton for ton? Whilst he did not pretend to have any inside knowledge as to the Government's intentions on this point, he had a pretty shrewd idea that it was not being lost sight of in Government circles.

PATRIOTIC ACTION BY THE ANCHOR-BROCKLEBANK.

WILL CARRY FOR BRITISH FIRMS ONLY.

The Anchor-Brocklebank line, which is under contract to carry Government jute to Dundee, has notified the Government that it declines to carry out the contract unless the jute is shipped by a British firm or firms. The reason for this action is that a monopoly has been conferred upon a firm of alien origin which must result in depriving several important British firms, staffed by British subjects, of a large part of the business they have transacted for many years past. No cause exists for such an unwarrantable procedure—says the *Englishman* (Calcutta)—and no reason has been given for it. As a business deal it contains no visible advantage to the Government—certainly no advantage that would not have been given most willingly by purely British firms. And on sentimental grounds it stands condemned as an intolerable slight on British subjects.

The Anchor-Brocklebank does the bulk of the carrying of jute between Calcutta and Dundee and it is only natural that the Government should turn to them to continue the trade.

It is understood that when the line accepted the contract the nature of the deal between Government and Messrs. Ralli Bros. could not have been known to them, but on discovering what the deal meant to the British jute firms of Calcutta the proprietors of the line made this very emphatic kind of protest.

In declining to carry goods other than for British firms the Anchor-Brocklebank Line runs the risk of course, of their boats being requisitioned by the Government.

At a largely attended special general meeting of the Calcutta Baled Jute Association, it was unanimously resolved to support in its entirety the protest lodged by the Baled Jute Shippers' Association against the agreement reported to have been made by His Majesty's Government with Messrs. Ralli Bros. for the shipment of jute to Dundee.

The meeting also discussed proposals whereby the agreement might be carried out by the general jute trade should His Majesty's Government favourably consider the protests in question, and these proposals were remitted to the Committees of the two Associations, acting jointly, for further examination and elaboration.

The meeting also unanimously resolved to cable to the Anchor-Brocklebank Line expressing the high appreciation of the jute trade of the patriotic and loyal support which the line has given to the protests lodged by the trade against the agreement with Messrs. Ralli Brothers.

CHINESE AND PRINTING.

Those who believe printing to have been invented in Europe during the 15th century may have been surprised to read of Cambridge University having acquired "the works of the Chinese philosopher, Liu Taung Yuan, printed in 1167."

China has been credited with anticipating not a few modern inventions, but her claim to have discovered the art of printing centuries before its first adoption in Europe is beyond dispute. An edition of most of the Chinese classics was printed by means of wood blocks in 922 A.D., and movable type is said to have been devised by a blacksmith, Pi Shing, in the eleventh century.

JAPANESE SETTLERS ABROAD. HOW THEY ARE DISTRIBUTED.

An interesting narrative is given in relation to the manner of distribution of Japanese settlers throughout the world in a recent number of the *Chuo Koron*, by the official of the Foreign Office, who writes the article anonymously for certain reasons. According to latest statistics, says the writer, the population of Japan is about 70,000,000, out of which 13,000,000 are Koreans and 3,000,000 Formosans. By the middle of this century the Empire's population will expand to the gigantic number of 100,000,000, provided the present rate of increase suffers no abatement. Even now we stand in this respect among the big nations of the world—China, England, Russia, the United States of America and France—these five countries only are ahead of us.

Outside of the Empire, Japan has some 540,000 colonists (census of June, 1915). Moreover, the number of emigrants is yearly increasing, a fact which is the strongest proof of our expansion abroad. Principal scenes of increase are China, Manchuria and the South Seas. In America expansion is gained, not by a fresh supply of immigrants, but by the birth of children.

As for the geographical distribution of the Japanese settlers, China has the largest share, showing 300,000. Next comes America, where the number is given at 175,000. Other regions are—Brazil, 10,000; Canada, 19,000; the Straits Settlements 6,200; Peru 4,000; the Philippines 5,700; Australia 5,200; Eastern Siberia 4,000; the Dutch Indies 3,200. All these lands with the single exception of Brazil are on the Pacific. In regard to Japanese colonization Asia stands first in rank followed by both Americas and Australia. Europe falls far behind. In that continent the number of Japanese settlers is about 1,000, of whom the greater part live in London and Paris. Japanese resident in England and France are estimated at 680 and 180 respectively. In Africa exact statistics cannot be obtained, but at any rate the number must be very small.

In China our countrymen are distributed thus:—Chientao 175,000; Kwangtung 48,000; Mukden 10,000; Shanghai 11,000; Antung 8,000; Niuchuang 6,000; Changchun 6,000. The greater part are concentrated in Manchuria, as the above figures show. There is also a considerable number in the Valley of the Yangtse-kiang.

Classifying the immigrants according to race, 362,000 are of pure Japanese blood. Of the remainder, 178,000 are Koreans and 2,500 natives of Formosa (Chinese in blood). By this classification the Japanese immigrants in China are 190,000 and the Korean 170,000. The remaining 2,400 are natives of Taiwan.

Of the total 542,000, 337,000 are men and the remaining 205,000 women, presenting a ratio of 3 males to 2 females.

In China the respective numbers of both sexes are almost equal, the males being 102,000 and the females 108,000, a proportion of 9 to 8. In striking contrast stand the settlers in Australia, where the male element is 5,000, while the female is only 200, showing a ratio of 25 to 1.

In regard to occupations, the majority of the settlers are agriculturists, the number being estimated at 200,000. They are to a large extent Koreans in Chintao and Japanese in America. Labourers working on farms are 76,000, chiefly living in America. Others are:—Clerks 16,000; labourers of miscellaneous kinds 16,000; servants 14,000. They are all in the wage-earning class. Professional men and businessmen of large means are very rare among them. This state of things is most regrettable. In future immigration is highly desirable of such men as get their living by the exercise of the intellect, not by mere bodily labour.

NEW LINE OF FREIGHT STEAMERS TO THE FAR EAST.

SAN FRANCISCO AND HONGKONG STEAMSHIP COMPANY.

The recently organized San Francisco and Hongkong Steamship Company will operate a fleet of cargo-carriers between San Francisco and ports of the Far East. Contracts have already been closed with the J. D. Barnes Company of Alameda, California, for the construction of the first two vessels of the fleet—the *Belle of San Francisco* and the *Belle of Hong Kong*—and these will be ready in about six months.

The vessels are to be built exclusively for general merchandise trade, and each will have a capacity of 4,000 tons of general cargo and 2,500,000 feet of lumber. They are to be motorships of the newly developed Pacific coast type, of which the *City of Portland*, just launched, is the first example. The boats will be sailing vessels equipped with semi-Diesel engines capable of developing ten knots an hour.

In a letter to the *Call* newspaper, Mr. William MacGeorge, who is interested in the new Company, says the ships will ply between San Francisco, China, Japan and the Philippines. The Company is organized for one million dollars capital. As soon as the first two ships are completed, which is expected to be about the first of the year, two more steamers will be built. It is the intention of the company to construct a fleet of twelve vessels as soon as conditions permit. This company will then make shipments from all Pacific ports via the Philippines to the Atlantic and European ports via the Suez Canal.

The German military authorities have established a punitive camp for troublesome Germans; among those interned being the editorial staff of the *Leipziger Volkszeitung*, an organ of the anti-war Socialists.

"NO LONGER A WAR OF THE PEOPLES"

BUT "SIMPLY KEPT GOING BY THE STATESMEN"

Under the heading "August the Fourth," the Vienna Socialist *Arbeiter Zeitung* publishes an extraordinary bitter and outspoken review of the situation by its Berlin correspondent. That date rather than August 1st is taken because England's entry is regarded as the real starting-point of Armageddon. "On August 1st," says the beginning, "but on August 4th the world-war was in full blast." But another reason is suggested for the choice of August 4th. A footnote to the article says: "If our readers should ask why we ourselves (as distinguished from the Berlin correspondent) let the opening of the second year of war pass without a word they might consult the first pages of our issues of the 26th and the 30th of July." On those dates the *Arbeiter Zeitung* appeared with great blank spaces. Evidently the censor had been at work. Judging by the fact that its Berlin correspondent's article on "August the Fourth" is uncensored, one may conclude firstly that this article, which refers only to German feeling, has official approval, and secondly that the paper's comments on these previous dates must have been of a really sensational character, and probably referred to Austria's desperate plight.

"The war began," says the article, "as a 'war of the peoples.' A sort of fury seized upon 'all heads, which were not strong in international understanding.' It was a frenzy! Nay, a madness! Mutual fear and suspicion had become excited to fever-pitch. 'Through popular passions the war had the character of a war of the peoples.'"

It no longer has that character. "The longer the war has lasted the more it has become a war of States. One could have prevented the war if only one could have had the peoples on one's side. One can only bring the war to a close before its natural end—i.e., universal exhaustion—if in this matter one has the States on one's side. That is the problem; the pacific portion of the peoples have to impose their will upon the States at a time when the peoples as such do not exist for the State."

STATESMEN AFRAID OF THEIR OWN KINGS. "At the head of the States stand the statesmen, the Governments." They must keep the war going, for "They fear for their own futures unless they bring home victory after such nameless sacrifices. What is to be done? Revolution? The machinery of the State would crush it in the germ! Millions, who are yearning for peace, would condemn it as bringing assistance to the enemy, and would approve its suppression."

"What then remains? Nothing but steady work, which sets itself to convert the general will for peace into such a will on the part of the States. Such work has but limited success, but that success is already greater in Germany than in any other country."

The writer points the lesson in regard to Germany. "So far as obstacles to peace exist in Germany, we must unite all our strength to sweep them away. The annexation enthusiasts are misjudging the reality of things, and are doing harm where they wish to do useful service. They do not possess the decisive influence for which they are striving, but it is urgent that they should be suppressed still further."

WHAT THE GERMAN PEOPLE WANT. "We know we have the enormous majority of the German people with us when we express the wish that the Government should show itself ready to take any peace proposals into consideration, only excluding such aim at the lessening or the degradation of Germany."

A franker admission of Germany's weariness and anxiety for peace has never yet been published. That it should have been passed both by the German and the Austrian Censorship is enormously significant.

HONGKONG POLICE RESERVE.

COMMEND. Crown Sergeant B. C. C. Moon is commended by the Captain Superintendent of Police for his zeal and intelligence, leading to a sentence of three years' hard labour passed by the Chief Justice on a man convicted of receiving jewellery and to the recovery of the whole of the property, valued at \$5,000.

SPORTS NIGHTS. The Police Reserve will hold a series of Sports Nights during the Winter. The first will take place on or about Saturday, November 4th, the proceeds going to the Kitchener Fund. Members wishing to issue challenges will communicate with Staff Inspector Wilden, Imports and Exports office.

FOOTBALL. It is proposed that a Football Team should take part in the Hongkong Association Football League. All members interested in the proposal are asked to meet at the Headquarters Club on Monday, September 25th, at 5.30 p.m.

NO. 3 COMPANY. All ranks will return their Rifles to Armoury at 5.30 p.m. on Friday, September 22nd. The O.C. Company will supervise. They will draw Rifles at 5 p.m. on Friday, September 28th.

GENERAL PARADE. Friday, September 29th.—Nos. 1, 2, 3, and 4 Companies, Ambulance Platoon and Maxim Gunners will parade at Central Station at 5.30 p.m. Uniform with helmets.

BAND AND ORCHESTRA. Orchestra Practice.—Monday, September 25th.

Band Practice.—Monday, September 25th.

DISCIPLINE DEPARTMENT. Staff Inspector Clarke is attached to this Department, and will report to Staff Inspector McEwen.

F. C. JENKIN, D.S.P. (Reserve).

CHINESE VILLAGE FEUD MAN SENTENCED TO DEATH. REMARKABLE STATEMENT.

In about to be sentenced to death at the Hongkong Criminal Sessions yesterday, the old village elder who was charged with murdering another village elder in the small new Territory market village, On Lung, following many bitter quarrels affecting the *fung shui*, or *brim*, gave a somewhat remarkable statement.

The jury were and upon their return for ten minutes, they had unanimously found the man guilty of murder, but recommended a man to mercy on account of his age, old also because of provocation.

Asked if he had anything to say why sentence of death should not be passed upon him, the prisoner said: "I did this to prevent trouble in my village. I approached the deceased on many occasions and told him to stop bringing enmity upon my village. My villagers, both young and old, died in consequence of this obstruction of the *fung shui*. I have prevented intending fights between the two villages. I did my best; and I approached deceased on several occasions. On one occasion, while I was trying to reason with him I spoke as nicely as I could, but he struck me, causing me to fall. We all know prison life is not very nice, but I would not select to go to prison for any amount of money. I am now 70 years of age and I have never had a fight with anyone. I have always tried to make peace among my fellow villagers. I have taken up, in this case, the position of a peacemaker. I, at my present state of life, was never willing to give up the cares of a father towards his family, but I was driven, and could not help doing what I did."

When the case was resumed, Mr. Orme, in the course of a lengthy address to the jury, again recounted the history of the crime, and asked the jury to remember that the villagers of prisoner's village considered they had a bad *fung shui*, which might bring about death, bad climate, and all sorts of bad happenings. The villagers of deceased's village had, apparently, a good *fung shui*, and this, primarily, was the cause of the quarrels. The erection of a fence made the dispute irretrievable, and finding there was no other way of settling the dispute, prisoner went out and killed the deceased. There was no doubt that prisoner had a grievance, and that that preyed seriously upon his mind, and whether that grievance was a real or imaginary one, it was quite real so far as defendant was concerned, and he felt it very deeply. But whether the grievance was real or imaginary it was no reason for him taking the law into his own hands in the way he had done. He (Mr. Orme) had examined the evidence closely, and he had failed to find anything which would show that prisoner was in anything but entire possession of his faculties at the time he committed the crime; he was in a position to realise right from wrong. In fact, prisoner, as the oldest man of the village, had been consulted from time to time about the dispute which ended so fatally. Then, again, that being so, what was the reason for which prisoner purchased the revolver? Revolvers did not grow on trees in the New Territory, they had to be licensed before they could be used. There was nothing to show that prisoner was not responsible for his action; that he did not know what he was doing. On the day of the crime prisoner went out and deliberately shot the deceased, and, to make doubly sure, he drew a knife and stabbed the deceased. He thought that was the most deliberate case of a man successfully attacking another he had ever heard of or read about. Then, after this deliberate murder, the prisoner went to the "gentry house" and said he had killed a man. It was said that when the prisoner appeared at the "gentry house" he was very excited and his hand was shaking. From what he (Mr. Orme) knew of human nature, anyone who had just committed such an act would be sufficiently excited to show symptoms. Some of the jury may have read of the tragedy of Macbeth and how Shakespeare had painted Macbeth as a great man of war. Yet Macbeth, great man though he was after killing the King was hardly in a condition to control his movements. He (Mr. Orme) quoted that, because it was the picture drawn by the greatest master of human nature in their language, of a

man who had killed another, and the prisoner was not used to firearms. The statements made by the prisoner, also, did not show anything which pointed to the fact that at the time he committed the crime he did not really know what he was doing, or, when the crime was committed, what he had done. To hate a man or wish him out of the way was no excuse for taking life. "We might sometimes think that certain people whom we know would be better out of the way, but if we were to take the law into our own hands in such cases it would be an impossible state of things," proceeded Mr. Orme, "and, in place of insanity, this seems to be a case of pure vanity. Prisoner seemed to look upon this crime as a heroic action; vindicating the honour of his village. If we were to vindicate the honour of a village or country in this way, it would be a fearful state of things. I ask you, what at the time prisoner killed the deceased he was perfectly aware of what he was doing."

Addressing the jury on behalf of the prisoner, Mr. Alabaster said that his defence would be that the old man in the dock was unable to control his actions; that at the time he committed the crime the old man was so overwrought with pain and other troubles that he was not in possession of that degree of self-control which they might expect in a normal human being. There were several verdicts which could be found apart from that of wilful murder. Of course it was clear from prisoner's own statement that he did not kill the deceased accidentally. However, a verdict could be returned that the provocation was such as to justify the action, but he did not think that they would find that that was so; though there was provocation, no doubt. There was still another verdict they could find; that though the provocation was not nearly enough to justify prisoner in killing the deceased, they would be justified in taking a merciful view of the action of the old man and finding a verdict of manslaughter.

The Chief Justice—I am afraid I do not agree with you, Mr. Alabaster. There is no evidence to justify a manslaughter verdict, so far as I am concerned, and I shall impress that upon the jury.

Mr. Alabaster proceeded to refer to the society of the *fung shui*, and said that such a crime would be incomprehensible to those who did not know the Chinese. The religion appertaining to Chinese families was very sacred, and some of them might know that there was no curse more terrible to a Chinaman than the curse which suggested the desire that his race or family should be blotted out. It was in evidence in that case that the action of the neighbouring village was a great insult; there was the suggestion in it that the prisoner's family should be blotted out; they had damaged the *fung shui*. That was an insult to the ancestors of the prisoner. To buy land in which was another man's ancestral temple was to suggest to him that he would have no family and needed no ancestral temple. That was a terrible thing for the Chinese, and he asked the jury to bear this in mind when they were considering their verdict.

After a lengthy summing up, the jury returned the verdict given above and the prisoner made the remarkable statement quoted.

In passing sentence of death the Chief Justice said: "The jury have unanimously found you guilty of wilful murder, and, in my judgment, on the evidence they could not possibly have come to any other conclusion. I do not doubt that what you say is correct; that you suffered, and the whole of your villagers suffered, considerable aggravation from the village immediately opposite yours. But the aggravation of which you complain is no justification whatever for your murdering the deceased man. It is very sad to see an old man of 70 years of age convicted of murder. The jury have recommended you to mercy on account of your age and provocation. I shall forward that recommendation to H.E. the Governor, who will deal with it. The law leaves me no alternative but to pass upon you sentence of death."

Sentence of death was then passed in the usual form. The old man seemed dazed for some moments, and was then assisted to the cells below the dock.

The city of Brussels, says the *Echo Belge*, has been fined £50,000 for celebrating the Belgian National Fete.

HONGKONG MAGISTRACY.

EXPORTING SALT.

For exporting 50 cabbies of salt without a permit a Chinese was fined \$50.

BRIBE OFFERED IN OPIUM CASE.

Revenue Officer Wilden and some Chinese officers made a large haul of opium on Wednesday evening at a house in Wing Wo Street. Inspector Wilden went inside the house and asked for opium which he had been informed was secreted there, and a *jaki* asked him to wait for the master and to accept \$105 in the meantime. The *jaki* went and brought his master, who offered the officer a further \$500. The amount of opium seized totalled 113 taels of gross and two lbs. of raw opium valued at about \$250. The two men were arrested and brought before Mr. Wood. A remand was granted, bail being fixed at \$5,000 each.

MISSED THE LAST FERRY.

WATCHMAN CHARGED WITH EMBEZZLEMENT.

The fact that Lieut. Higby, of the Hongkong Volunteer Corps, missed the Kowloon ferry on the evening of September 9th led to a watchman being charged by the Hongkong Magistracy yesterday with embezzling \$2, the property of Mr. F. E. Hall, proprietor of the Palace Hotel, Kowloon.

Inspector Gordon stated that Lieut. Higby missed the last ferry from the Kowloon side on September 9th and went to the Palace Hotel for a bed. Lieut. Higby told the watchman he wanted a room, and also filled in the form required under the Travellers' Restriction Ordinance. A room was provided and Lieut. Higby handed the watchman \$2 to pay for it. Some days later Lieut. Higby saw the proprietor of the Palace Hotel, and in the course of conversation told him that he stayed at the hotel on September 9th. The proprietor said he was not aware of this, and then it was found that the money had been paid to the watchman but that there was no record of the fact that Lieut. Higby had stayed at the hotel.

In the witness-box, Lieut. Higby spoke to going to the hotel, after missing the last ferry for home, and asking the watchman for a room. He filled in the usual form, and also handed the watchman \$2, which was the amount he asked for the room.

Mr. F. E. Hall, the proprietor of the hotel, said that with regard to late visitors the watchman had instructions to give them a form to fill in and to collect the \$2 for the room, which would be handed to him (witness) in the morning. He had not received any money from the defendant for Lieut. Higby's visit.

Defendant, giving evidence, said that Lieut. Higby spoke to him in Hindustani, and that he (defendant) looked upon the \$2 as *cumshaw*, and not as payment for the room. He had been given *cumshaw* before by people who had engaged rooms at a late hour.

Mr. Gardiner, who defended, said the question his worship had to decide was whether there was any felonious intent on the part of the defendant. No doubt, like most watchmen, defendant was soundly sleeping when Lieut. Higby arrived at the hotel and roused him, and he therefore looked upon the \$2 as some sort of compensation for being disturbed from his slumbers. (Laughter.)

Mr. Hazland decided to convict, and fined defendant \$75, with the alternative of six weeks' hard labour.

GERMANY'S FOOD SUPPLY.

By way of compensation for the recent reduction of the weekly allowance of potatoes in Berlin to 2 lbs. about 800 tons of flour were doled out on each card. The concession, it is pointed out in the Press, is somewhat futile, in view of the scarcity and dearth of eggs and butter. The authorities appeal to the people by way of public placards "to bear the temporary privation patiently until the arrival of German spring potatoes, which will soon be available in increasing quantities, as a good harvest is expected."

By way of further consolation Hero van Bakkel has issued a statement through the Press denoting the state of the crops in rose colours.

"The reports in the vast majority of cases are very favourable. The weather, which on the whole is good for field crops, has almost everywhere counterbalanced the disadvantages arising from the lack of good tillage and manure. The hay and clover crop has in most districts produced a rich yield. Should the weather not play any unexpected tricks, we may count with certainty on an abundant medium harvest one, at least, which will considerably surpass last year's failure in natural fodder, cereals, and corn for animals. When we have got over the next few weeks, in the course of which the old stocks will naturally become exhausted, the whole food supply will be materially improved."

CORRESPONDENCE.

WAKE UP, HONGKONG!

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR—Perhaps you have seen the announcement, which appeared in one of the home papers recently, reading thus:—

"A sum of £20,000 from Zanzibar for war expenses has been gratefully accepted by the Government; £10,000 was given last year."

I hesitate to draw any comparison between the financial resources of Zanzibar and Hongkong, but should imagine the balance to be greatly in favour of the latter, and, in view of the financial support which practically all our colonies, Crown colonies, and settlements have already given towards war expenses, do you not think the time has long since passed when Hongkong should have followed suit?

If, after two years of opportunity, the Government authorities in the Colony have not had the energy or common-sense patriotism to initiate or even suggest some form of contribution, such as, for instance, the monthly collection idea, already working successfully in Shanghai, it must be left to private enterprise, if the Colony is not to bear the stigma, after the war is over, of having made no combined public effort towards the financial support so essential for the final triumph of our cause.

I am aware that you have already taken up this matter in your columns. The lack of response is greatly to be deplored, and I am therefore writing to urge that some definite and real action be taken without further delay, and, if the support of several well-known local men can be secured, a public meeting might be held, duly advertised beforehand, to discuss the formation of a local copy of the Shanghai scheme.

There is no doubt that considerable contributions have already been, and are being, furnished privately towards the purchase of Exchequer Bonds, but I am convinced that the amount might be enormously increased if the question were made a public one, and the whole idea run on business lines.—Yours faithfully,
SILVER BULLET.

Canton, September 20th, 1916.
[We fully share our correspondent's views.—Ed.]

GOLF.

ROYAL HONGKONG GOLF CLUB.

BOBBY POOL, PANLING, 16TH-18TH SEPTEMBER.
E. Des Vaux (winner) 4 down.
12 entries.

HONGKONG WATER POLO ASSOCIATION.

Two more games have been played in connection with the above. Finch's team defeated Whitebell's team by 3-0, and the R.A. beat "D" Company K.S.L.I. by 10-0.

VICTORIA RECREATION CLUB. ANNUAL AQUATIC SPORTS.

Thanks to the energy and enterprise of a few well-known local swimmers, much more interest has been aroused among the members of the V.R.C. this season in connection with aquatic sports. It has been a thankless sort of task, but, as will

be seen from an advertisement elsewhere, the efforts of the few few members has achieved deserved success, so much so that a three days' programme of aquatic sports has been arranged to take place at the Club at the end of the month. There are many open events, along with those which are confined to members, and the meeting should provide plenty of good sport. All the local "cracks" will figure in the programme, and there should be some keen racing for the various championships of the Colony. The sports will be held on the 28th, 29th, and 30th inst., and the various events will be as follows:

First Day.—Two Lengths Handicap (members only); Running Header Svalow Style (members only); Boys' Race (members sons) 14 and under; Team Race (members only); 50 Yards Two Lengths (Army and Navy); Half Mile (open to the Colony).

Second Day.—Hurdle Race, two lengths handicap (members only); Long Plunge (open to the Colony); 220 Yards Championship of the Colony; 4 Lengths Handicap (members only); Boys' Race, two lengths handicap (St. Joseph's, Victoria and Kowloon British and Garrison Schools); Water Polo (members only).

Third Day.—100 Yards Championship of the Colony; Ladies' Nomination; High Dive (open to the Colony); 100 Yards Championship of the Colony (Boys 14 and under); Team Race, Water Polo. Particulars as to entries, etc., will be found in the advertisement.

INTIMATIONS

LANE, CRAWFORD & Co.

SPORTS DEPARTMENT.

A LARGE CONSIGNMENT JUST RECEIVED
OF BRITISH MADE TENNIS GEAR.

SLAZENGERS

AND

AYRES

TENNIS BALLS

\$10.50 Dozen

PACKED IN

AIR-TIGHT BOXES.

TENNIS NETS

From \$9.50 Each.

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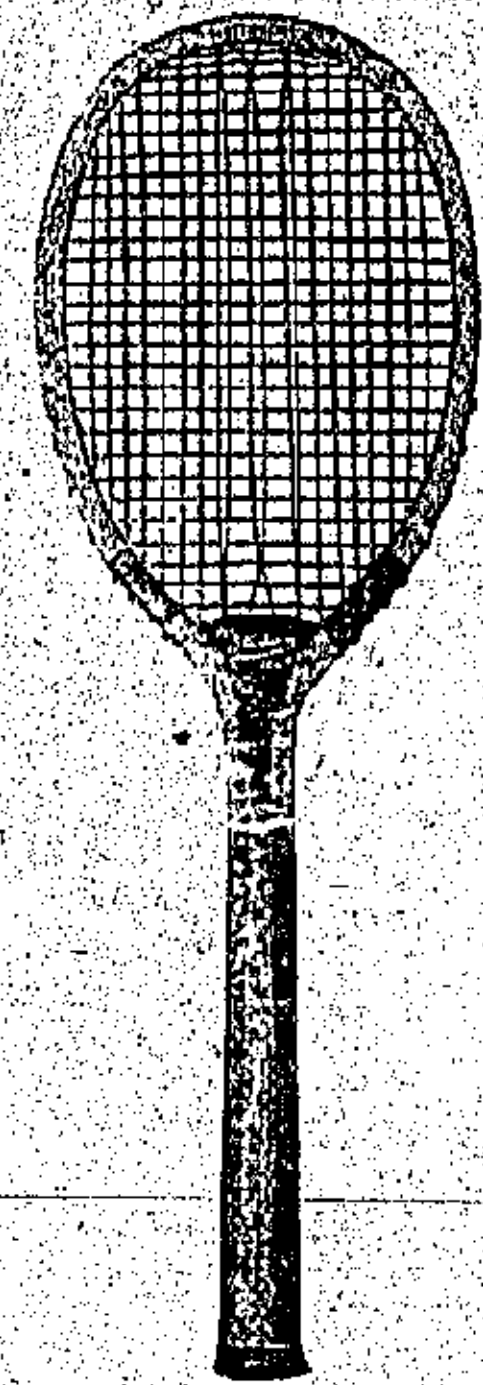
SIMPLE AND

EFFECTIVE.

NO

RUBBER BANDS

TO PERISH.



TENNIS
RACKETS

From \$7 Each.

INCLUDING

TWO 1916 MODELS:

THE "ARGUS,"

and

THE "UNITY,"

CONSTRUCTED

BY THE MAKERS

OF THE

RISELEY-HEXAGON.

TENNIS

POSTS

AND

ACCESSORIES.

RANSOME'S

LAWN

MOWERS.

[21]

An invaluable tonic for all cases of anaemia, sleeplessness, exhaustion, nervous dyspepsia, neurasthenia, effects of overwork.

VEGETABLE HAEMATOGEN.

Replaces easily all the blood preparations now in use, because it contains the BLOOD-SALTS and CHLOROPHYLL-IRON.

Does not contain ALCOHOL and animal PURINE BASES, which excite the nervous system.

Beware of expensive substitutes, which give a huge profit to the dealers.

Sold everywhere at \$1.50 per bottle.

Only genuine with this name:

HET CRUYDEN-HUYS.

Sole Agent: WILLEM HEYBLOM, Powell's Building.

[1016]

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SPECIAL SHOW THIS WEEK OF SINGLE AND DOUBLE WIDTH

CRETONNES AND TAFFETAS

OVER 150 DESIGNS

SHADOW PRINTED CRETONNES AND TAFFETAS.

PLEASE SEND FOR LARGE PATTERN BOOK.

[1077]

NEW ADVERTISEMENTS

VICTORIA RECREATION CLUB.

NIGHT FETE.

TO-MORROW (SATURDAY), 23rd Sept.
Commencing at 9 P.M. sharp.
Band in attendance.
Admission \$1; Members and Ladies, 50 cts.;
Soldiers and Sailors 25 cts. [1168]

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS

will be held on THURSDAY, Sept. 28th,
FRIDAY, Sept. 29th, and SATURDAY,
Sept. 30th, 1916, commencing on the
first two days at 4.30 P.M., and on
Saturday, at 4 P.M.
Band in attendance on SATURDAY.
Admission \$1, or \$2 for the three days;
Ladies 50 cts.; Children half-price;
Soldiers and Sailors, 25 cts.

EVENTS.

Half Mile, 140, 220 and 100 yards
(Championships) long jump and high
dive (open to the Colony). Boys 10 yards
Championship of the Colony, for boys of
14 years of age and under.
Entrance fee, 50 cts. Entry forms may
be obtained on application from R. C.
WYNNELL, Victoria Recreation Club.
Entries close on MONDAY, Sept. 26th, at
6 P.M. [1167]

KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING
of MEMBERS will be held in the
Club House on THURSDAY, the 28th
September, 1916, at 5.30 P.M.
BUSINESS—
Report and Accounts 1915-1916.
Election of Officers 1916-1917.
General. [1170]

G. R.

GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIE AND MEXICAN.
DOUBLES current in this Colony,
for Telegraphic Transfer on the London
Commissioners of His Majesty's Treasury
London, to pay for the sum of £20,000,
will be received by the TREASURY CHEST
OFFICE, ARMY PAY DEPARTMENT,
until 11 A.M. on the 22nd September, 1916.
The Tenders to state the total amount (in
Pounds Sterling). No Telegraphic Transfer
will be made for less than £100.
The Tenders to be in duplicate, and in sealed
envelopes addressed to the TREASURY CHEST
OFFICE, ARMY PAY DEPARTMENT, and
endorsed "TENDERS FOR GOVERNMENT
BILLS, ETC."
The right to accept or reject any or all of the
Tenders is reserved.
Copies of Forms of Tender can be had on
application.
Persons Tendering for (Bills) are hereby
notified that having regard to the provisions of
the Acts 22 George III, Cap. 45, and 41, George
III, Cap. 22, the acceptance of any such Tender
is subject to the express condition that no
Member of the British House of Commons
shall be admitted to any share or part in or
to any benefit to arise from the Contract, thereby
made for the allotment of such (Bills).
"The provisions in question do not apply to
Contracts entered into by an incorporated
Company in its corporate capacity and made
for the general benefit of the Company."
C. L. COOPER-HUNT, C.P.,
Treasury Chest Officer, A.E.D.,
His Majesty's Treasury Office,
Hongkong, 21st September, 1916. [1168]

CANADIAN PACIFIC

OCEAN SERVICES.

LIMITED.

SPECIAL CALL AT

SHANGHAI.

THE "EMPEROR OF RUSSIA,"
leaving VANCOUVER October 5th,
due at HONGKONG October 25th, will make
a SPECIAL CALL AT SHANGHAI on or
about October 21st, en route to Hongkong
via Manila.
J. H. WALLACE,
General Agent,
Hongkong, 22nd September, 1916. [1169]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, ROBE and MOU.

THE Steamship

"SHIRAZ,"
having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods will be delivered from alongside.
Cargo impeding the discharge will be landed
at Consignees' risk and expense into the haz-
ardous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 21st September, 1916. [27]

NOTICE.

SIEMSEN & CO.
H. A. SIEMSEN.
C. STRUCKMEYER.
F. DANIELSEN.
R. STUTZKE.

ANY persons having Claims against the
above who have not already lodged
same with the Liquidators are requested to
present same to the Undersigned before 30th
September, 1916.
ALEX. ROSS & Co.,
Liquidators of the above. [1083]

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE FOURTH GYMKHANA MEETING
of the Season will be held at HAPPY
VALLEY TO-MORROW (SATURDAY), the
23rd instant, commencing at 3.45 P.M.
The Charge of Admission will be \$1 for
others than Members of the Hongkong Jockey
Club or GYMKHANA CLUB.
Soldiers and Sailors in uniform Half-Price.
The Committee invite the Ladies of Hongkong
to be present.
Hongkong, 20th September, 1916. [1166]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING
of the above Society will be held in the
GIRY HALL on MONDAY, 25th September,
1916, at 5.30 P.M., for the purpose of receiving
the Annual Report and Statement of
Accounts for the year ending 31st August;
of electing office-bearers for the ensuing
year, &c.
H. HENDERSON,
Hon. Secretary.
Hongkong, 15th September, 1916. [1161]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

THE ORDINARY GENERAL MEETING
of SHAREHOLDERS in the above
Company will be held at the Company's
Office, on TUESDAY, the 26th of September,
at Noon, for the purpose of receiving the
Report of the General Managers, together
with a Statement of Accounts to 30th June,
1916.
THE TRANSFER BOOKS of the Company
will be CLOSED from the 12th to 25th
September, both days inclusive.
DOUGLAS LAFAIR & Co.,
General Managers.
Hongkong, 4th September, 1916. [1083]

HONGKONG CLUB.

NOTICE.

THE THIRTIETH AND FINAL HALF-
YEARLY DRAWING of 115 DEBEN-
TURES (1896 issue) of the HONGKONG
CLUB, Payable on SATURDAY, the 30th
September, 1916, will be held in the Club
House at 11 o'clock A.M. on FRIDAY, the
22nd September, 1916.
Bearing of Debentures are invited to attend
the Drawing.
By Order.
E. DES VCEUX,
Secretary.
Hongkong, 14th September, 1916. [1144]

THE HONGKONG STEEL FOUNDRY

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY YEARLY
MEETING of SHAREHOLDERS in the
above Company will be held at the
Company's Office, St. George's Building,
Hongkong, on SATURDAY, the 30th Sept.,
1916, at 1.30 P.M., for the purpose of
presenting the Report of the General
Managers and Statement of Account to
31st May, 1916.
The TRANSFER BOOKS of the Company
will be CLOSED from the 15th to the 30th
September, both days inclusive.
GORDON & Co.,
General Managers.
Hongkong, 15th September, 1916. [1145]

HONGKONG AND SHANGHAI

BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that
PROVISIONAL CERTIFICATE No.
43/713, dated Hongkong, 17th February, 1908,
for One Share numbered 92518 Registered
in the name of Miss SARAH DUNCAN FISKE
has been LOST or STOLEN, and should
this Certificate not be produced to the Bank
before the 30th September, 1916, a new
Certificate for the Share will be issued and
the aforesaid Provisional Certificate No. 43/713
will be thereafter treated by this Corporation
as Null and Void.
By Order of the Court of Directors,
N. J. STABE,
Chief Manager.
Hongkong, 1st September, 1916. [1084]

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND

JUNIOR EXAMINATION.

NOTICE IS HEREBY GIVEN that the
MATRICULATION, SENIOR AND
JUNIOR LOCAL EXAMINATIONS will
be held on the following dates—
MONDAY, December 11th—December 16th,
1916.
Arrangements will be made to hold the
Examinations at any town where a sufficient
number of candidates wish to offer them-
selves.
Candidates must send in their entry-forms,
together with the Fee (\$10 Hongkong
Currency) to the Registrar of the University
on or before October 2nd.
Five prizes of \$100.00 each (Hongkong
Currency) will be awarded to the successful
candidates who obtain the highest marks.
Candidates who secure prizes must enter the
University on January 3rd, 1917, and must
reside in one of the Hostels directly managed
by the University.
The Examinations will be conducted
according to the Rules and Syllabus given
in the printed "Regulations for the Senior
and Junior Local Examinations and for the
Matriculation Examination, 1916."
Entry forms may be obtained from the
Registrar, Hongkong University. [1168]

NOTICE.

I beg to inform the public that I have This
Day Established myself as Watchmaker,
Repairer, etc.
All work done on the Premises and all
orders will have my careful attention.
JAMES STEER
(late of Chas. J. GAUPE & Co.),
No. 4, D'Almeida Street,
Hongkong, 1st September, 1916. [1080]

TO LET.

NO. 12, BEACONSFIELD ARCADE,
SHOP.
NO. 3, CAMERON VILLAS, 62, PEAK.
4 ROOMED FLAT to let at the PEAK.
KELLY STREET, 66, PEAK.
"GLENSHIEL," No. 141, Plantation Road,
Peak.
"HARTING," Austria Road, Kowloon.
No. 25, BELLIOS TERRACE, with
alcove on Campbell Road.
TWO GODOWNS, in Duddell Street.
No. 2, DES VCEUX VILLAS, 51, PEAK,
Unfurnished.
No. 18, THE PRINCE OF CAMERON VILLAS,
2nd Floor, Alexandra Buildings.
Apply to—
LINSTEAD & DAVIS.
[1009]

HOUSES TO LET

TO LET—AT THE PEAK.

FURNISHED HOUSE.

Apply—
GERKEN,
90, Bonham Road,
Tel. 302. [1150]

TO LET.

A SMALL OFFICE in Alexandra
Buildings. Cheap rental.
Apply—
"A,"
Care of "Daily Press" Office,
1117.

OFFICES IN HOTEL MANSIONS.

TO LET, from 1st October, 1916, Four
Large Connecting ROOMS on the
Third Floor of Hotel Mansions, facing Blake
Pier. At present occupied by the Com-
mercial Union Assurance Company.
For particulars apply to—
MANAGER,
HONGKONG HOTEL. [1080]

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW
PEAK.
GODOWN, No. 111, Praya East, Storage
800 tons.
Apply—
M. J. D. STEPHENS,
18, Bank Buildings. [109]

TO LET.

From 1st November next.
FLATS in "EWO MESS," No. 8, THE
PEAK.
Apply, Property Office,
JARDINE, MATHESON & Co., Ltd. [1085]

TO LET.

A SMALL GODOWN in PRINCES
BUILDING.
For particulars, etc., apply—
THE HONGKONG CENTRAL ESTATE
LTD. 665

OFFICE TO LET.

ONE LARGE ROOM on the Top Floor of
No. 2, Queen's Building.
Apply—
THORESEN & Co. [999]

TO LET.

GODOWN in Duddell Street. Light and
Ary Offices overlooking Statue Square.
Modern rest.
For rent and other particulars apply to—
Care of "Daily Press" Office. [940]

TO LET.

From 1st May.
OFFICES, 2nd Floor, St. George's Build-
ings.
Apply to—
SHEWAN, TOMES & Co. [618]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road
Central, at present in the occupation of
The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE Co., Ltd. [623]

TO LET.

NO. 4, DES VCEUX ROAD CENTRAL,
First Floor.
THE COMMODIOUS DWELLING
HOUSE, with Offices, Servants' Quarters, etc.,
No. 14, SHAMWATER, Canton, from 1st June, at
present in the occupation of the Imperial
Russian Consulate.
Apply to—
DAVID SASSOON & Co., Ltd. [415]

TO LET.

OFFICES at 2, Connaught Road.
HOUSE in CLIFTON GARDENS,
Connaught Road.
Nos. 1 and 2, WEST END TERRACE,
CANTON.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd. 32

TO LET.

TWO ROOMED-FLATS in Nathan Road,
Kowloon.
THREE ROOMED-FLATS in Humphry's
Buildings, Kowloon.
FOUR ROOMED-FLATS in May Road
with every modern convenience, including
English Baths and Kitchens Ranges, Hot
Water and Water Carriage System. A few
Flats specially designed to accommodate three
bedrooms at reasonable rentals. Immediate
possession.
FOUR ROOMED HOUSES in Gordon
Pierce and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.
Alexandra Buildings. [1004]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.
No. 12, BEACONSFIELD ARCADE,
SHOP.
No. 3, CAMERON VILLAS, 62, PEAK.
4 ROOMED FLAT to let at the PEAK.
KELLY STREET, 66, PEAK.
"GLENSHIEL," No. 141, Plantation Road,
Peak.
"HARTING," Austria Road, Kowloon.
No. 25, BELLIOS TERRACE, with
alcove on Campbell Road.
TWO GODOWNS, in Duddell Street.
No. 2, DES VCEUX VILLAS, 51, PEAK,
Unfurnished.
No. 18, THE PRINCE OF CAMERON VILLAS,
2nd Floor, Alexandra Buildings.
Apply to—
LINSTEAD & DAVIS.
[1009]

INTIMATION

CIGARS.

A connoisseur knows that a good Cigar
in bad condition is no better than an in-
different Cigar in good condition.

It is therefore of the utmost importance
that Cigars should be kept in a specially
prepared place which will aid them to
mature, and at the same time protect
them from the damaging effects of a
humid atmosphere such as prevails in this
Colony during the Summer Months.

We have recently constructed a Large
Drying Room for Cigars which ensures
to Customers buying from us Cigars in
First Class Condition.

Brand for brand our Cigars, besides
being the Cheapest in the Market (as
reference to our Price List will show), are
the best.

We keep a varied assortment of Brands
of the following Factories always in
Stock—

LA CONSTANCIA.

LA COMMERCIAL.

AQUILA DEL MUNDO.

COMPANIA GENERAL.

LA INSULAR.

A. S. WATSON &
CO., LTD.,

CIGAR MERCHANTS, HONGKONG.

TELEPHONE 616. [13]

BIRTH.

POLLOCK.—On 11th August, at "Sunny-
side," Helensburgh, Scotland, to Mr.
and Mrs. A. R. POLLOCK, a daughter.
[1181]

DEATHS.

MUNRO.—Died of wounds received in
action, RONALD GEORGE MUNRO, 2nd
Lieut., 2nd Battalion, London Irish
Rifles. [1162]

MORTON.—Suddenly at Tangku, AMELIA
GERTRUDE (Millie) MORTON, eldest
daughter of Mr. and Mrs. T. S.
Morton, aged 23 years.

MARRIAGE.

RADDON-EMBLER.—On September 12th, at
Shanghai, Sir E. H. Fraser,
K.C.M.G., P. Geo. RADDON, youngest
son of J. W. G. Raddon, of Ilford,
Sussex, England, to SABINA E. EMBLER,
youngest daughter of Wm. M. Em-
bler, of New York.

HONGKONG OFFICE: 10A, DES VCEUX ROAD, C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG 22ND SEPTEMBER, 1916.

BRITISH RESOURCEFULNESS.

GERMANY has been so persistently held up
as an object-lesson in initiative, organiza-
tion and energy, that we have fallen into
the habit of regarding ourselves as very
dull dogs by comparison. In fairness
it has to be admitted that before the war
the Germans exhibited a degree of enter-
prise that was sometimes lacking in
British commercial circles, but the events
of the past two years have made it per-
fectly clear that when the British nation
chooses to bend the back of its mind to
a task it is not so lacking in resourceful-
ness and adaptability as some have
been inclined to imagine. When
a nation has had a settled pur-
pose in view for years and is able
to choose her own time for its accom-
plishment she is obviously at an advan-
tage over her rivals who, having had
different ambitions, have directed their
energies into other channels. It must,
therefore, always be a matter for sur-
prise that Germany was thwarted of her
object in the early days of the war.
Great Britain's unpreparedness for war
on a large scale before the present
cataclysm burst over Europe is a fact
that is freely and proudly admitted.
That which must strike everyone who gives
the history and conduct of the war even

the most cursory study is the marvel-
lous manner in which Great Britain has
risen to the requirements of the situation
and adjusted herself to the changed and
unique conditions of warfare introduced
as the fruits of years of thought and ex-
periment by the great War Lord and
his military and scientific experts and
advisers. It would be interesting to learn
what they think of the transformation,
in little more than a year, of the "con-
temptible little army" of 80,000 which
went over to France in August, 1914,
into a vast and well-equipped force of
5,000,000, raised by the voluntary prin-
ciple and trained to such a degree of
fitness and efficiency as to be able to meet
successfully the Prussian Guards, other
picked troops of the German Army,
who were thrown against them and bent
again, only to rise up and bent.
That is an achievement which it is
doubtful whether Germany, with all her
powers of organization, could have
accomplished under the same conditions
as to time and circumstances. Nor must
we forget the huge industrial army mobil-
ized at home, which is turning out guns
of such calibre, and shells, grenades,
bombs and ammunition generally in such
quantity and of such quality, as to turn
the Allies' original inferiority into a pre-
ponderance in these indispensable aids
to successful warfare. The German
hand-grenades are not to be compared in
efficiency and accuracy in timing with
those employed by the British and pro-
duced, for the greater part, by the labour
of women and girls. In aeroplane war-
fare, also, we have gained the ascendancy,
after being in a position of inferiority
with respect, at least, to the number of
machines, and we have always been able
to go one better than the Germans when
they produced new types—the Fokker,
for instance. Now, either in respect of
scouting and observation machines or
battleplanes, Great Britain leads the
way, and enemy aviators have in an
increasing degree to be content to keep
behind their own lines in any observa-
tion work they undertake. Though in
the use of asphyxiating gas the Germans
naturally took the lead, British resource
was again demonstrated in the speedy
provision of an effective antidote, and
the manufacture of a gas for use in
attack which, while inflicting practically
no permanent injury to the soldier in-
haling it, has the effect of rendering him
temporarily hors de combat. When it was
noticed that a large proportion of the
injuries to our troops from shell-fire were
in the head, the steel helmet was prompt-
ly introduced and has proved a very
effective protection. By means of our
latest invention—the armoured car—the
enemy has been deprived of one of his
deadliest advantages—the machine-gun.
It was not merely that he had more
machine-guns than we, but during his
long occupancy of the ground which we
are now wresting from his grasp he had
time and opportunity to place machine-
guns at innumerable ingeniously concealed
points of vantage from where they could
be brought into play with disastrous
effect when our men were charging
trenches and villages held by the enemy.
The armoured car can traverse with im-
punity the disputed territory, nose out
the concealed guns and render them in-
effective, and so clear the path for our
infantry to advance. These are a few
of the things in equipment for active
warfare in which Great Britain has dis-
played a measure of resourcefulness
with which she would never have been
credited before the war. We have said
nothing of that masterpiece of efficiency,
the British Navy, which, when the war
cloud suddenly burst over Europe, was
found at its post with steam up, ready
for any order, and which has not only
swept the seas clear of enemy ships and
compelled the Germany Navy to seek
shelter within the fortifications at Wil-
helmshaven, but has sustained an
effective blockade of German ports, and
maintained unbroken the communications
of the Allies. Its resourcefulness has
been abundantly manifested in the man-
ner in which it has dealt with the sub-
marine menace and the ingenuity of the
methods which have been employed in this
work must compel universal admiration.
It is due to the Navy's construction of
monitors that Germany's attempt to set
up permanent and strongly fortified
positions on the Belgian coast was de-
flected. Last, but not the least evidence
of adaptability on the part of Britain
is seen in the realm of finance. The
rapidity with which she met the new
conditions brought about by the war and
the methods by which she has borne the
stupendous financial strain during the
last two years must fill her opponents
with envy. It is well that we should
recall these achievements occasionally,
not in any spirit of boastfulness, but in
justice to those who are charged with the
heavy responsibility of directing the
nation's destinies in this time of storm
and stress.

The P. & O. str. *Nankin*, which
arrived at Hongkong on the 28th July, at
London on the 20th instant.

The body of a Chinese male, who
was accidentally drowned in the harbor,
has been taken to the police mortuary.

The final of the Hongkong Men's
Doubles will be played off Monday
next, play commencing at 4 P.M.

The P. & O. homeward-bound mail
Kaiser-i-Hind, which left London on
the 11th ultimo, will arrive at Hongkong
on the 19th inst.

Where, another night fete will take
place at the Victoria Recreation Club on
Saturday evening. Many interesting
events have been arranged, and a band
will be in attendance.

Much sympathy will be felt with the
Rev. J. K. and Mrs. Maconachie in the
loss they have sustained by the death of
their only surviving son, John Fergus
Maconachie. The deceased, who was in
his 22nd year, had been spending a
holiday in Japan with his parents when
he was seized with a severe illness which
terminated fatally.

The following programme of music
will be performed at the Special Police
Reserve "At Home" at the Headquar-
ters' Club this afternoon.—Hongkong
Police Reserve March (composed by
Bandmaster I. da Costa), H.K.V.R.
Band; song, Miss Camilla Castro; Violin
solo, Conductor F. Gonzalez; song, Sergt.
F. X. Botelho; valse, "The Fairest in
the Land," H.K.V.R. Band; Selection
from "Il Trovatore," H.K.V.R. Band;
song, Mr. E. H. Aquino; piano solo,
Miss Elfrida Osmund; comic song, P.C.
(Lt.) 49; two step, "In the Mississippi,"
H.K.V.R. Band; "God Save the King,"
Miss Elfrida Osmund has very kindly
undertaken to play the accompaniments.

The Howitt-Phillips' Repertory Co.
are now making their annual tour in the
Far East, and will upon their season at
the Theatre Royal on Monday next, when
they will produce the new farcical comedy
"A Little Bit of Fluff." This piece is
drawing packed houses in London at the
present time and by many it is considered
even more amusing than "Charley's
Aunt." Upon the last occasion when the
Howitt-Phillips' Repertory Co. were in
Hongkong they were accorded a very
hearty welcome, and their presentation of
"Milestones," it will be remembered, was
exceedingly popular. Among the plays to
be given by them next week, in addition
to "A Little Bit of Fluff," are "Peg-
o' My Heart," Quinells, "Caroline,"
"The Morals of Marcus" and "The
Breed of the Treshams." The Company
will remain in the Colony for about a
fortnight.

TYPHOON WARNING.

The following telegram was received at
the American Consulate-General, Hong-
kong, from the Manila Observatory—

9.15 a.m., September 21st.

Typhoon in about 12 deg. long E. and
22 deg. lat. N., inclining westward.

LIEUT. R. G. MUNRO KILLED
IN ACTION.

The following telegram was received
yesterday by Messrs. Jardine, Matheson
& Co., Ltd., from Captain Henry
Kewick, M.P.:—Munro died 19th
September of multiple wounds. Am in-
formed awarded D.S.O. for very gallant
services.

The late Mr. Munro was a 2nd Lieut.
in the 2nd Battalion London Irish Rifles,
and was awarded the Military Cross on
22nd January, 1916, for conspicuous
bravery. He joined the firm of Jardine,
Matheson & Co. in 1906 and served in
Japan, Shanghai and Hongkong. He was
invalided home in the Spring of 1915.

The deceased was very well-known in
the Colony, and his death will be re-
gretted by a large circle of friends.

He is the sixth member of the Ewo staff
to have been killed in the war.

OPIUM REELS OF THREAD.

The ingenuity of the Chinaman in try-
ing to smuggle his favourite drug and
avoid the payment of duty is well known,
but the latest device which fortunately
did not succeed was decidedly novel.
Recently some Indian Customs officers
noticed a Chinaman hanging about in a
suspicious manner. On being question-
ed by them, the man said that he was
a passenger by the steamer *On Sang*. The
officers, however, were not satisfied, and
on searching him found 180 large reels
of thread packed together. The top layer
was all right, but on being probed the
inner layer were found to be stuffed with
opium. The centre of no less than 183
reels were filled with opium.

THE WAR.

GREAT GERMAN MASSED ATTACKS. FRENCH MAGNIFICENTLY RESIST ENEMY.

RUSSIANS STEADILY ADVANCE IN GALICIA.

GREECE DEPARTS FROM NEUTRALITY. URGENT NOTE DESPATCHED TO GERMANY.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

BRITISH ARTILLERY.

ITS DOMINATING POSITION.

London, September 20th.
Reuter's Correspondent at British Headquarters in France, in a message, emphasises the importance of our possession of the forward slope on the high ground from the Ancre to Comblès Valley, giving our artillery a dominating position, enabling it ceaselessly to pound the Germans, inflicting heavy losses and preventing them making habitable trenches.

ENEMY COUNTER-ATTACKS REPULSED.

General Sir Douglas Haig reports that south of the Ancre several determined enemy counter-attacks have been repulsed. The general situation is unchanged. Our artillery destroyed two hostile gun-emplacements and an ammunition store. A successful minor enterprise was carried out south of Arras, 200 yards of the enemy's trenches being cleared and casualties inflicted.

WASTAGE OF GERMAN GUNS.

A captured document signed by General Falkenhayn, dated the 24th of August, states:—"The wastage of guns during the last few days has been considerably in excess of production. The same is true of ammunition, in the main reserves of which there has been a serious diminution, and all ranks must make a serious endeavour to assist in the preservation of material, otherwise making good the losses and the placing of new formations in the field will be rendered impossible." A report from General Sir Douglas Haig states:—"There is rainy weather. The general situation is unchanged. Hostile artillery have been active south of the Ancre, but nothing has transpired elsewhere. A hundred prisoners have been taken during the last forty-eight hours."

RUSSIAN FRONT.

(THROUGH REUTER'S AGENCY.)

RUSSIANS NEARING HAMADAN

PETROGRAD, September 20th.

A communiqué reveals that the Russians are within twenty miles of Hamadan (Persia), the Turks having fallen back forty miles owing to a Russian attack from Tabriz threatening their rear.

RUSSIANS AROUND HALICZ.

LONDON, September 21st.

The Times correspondent in Galicia reports that General Szecherhachoff's Army is advancing steadily, although confronted by heavy German reinforcements.

The Russians are now only a few hundreds yards from Halicz railway station, and just across the river from the town.

The seizure of the junction and the railway is of the utmost importance, as it makes the capture of the town of secondary importance.

Further advances north will probably result in the enemy's abandonment of the town.

The incessant fighting of this Army since the 31st of August has resulted in the capture of 25,000 prisoners, of whom 8,000 were Germans, and 22 guns.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

STRUGGLE ON FRENCH FRONT.

GERMANS DRIVEN OUT.

PARIS, September 20th.

A communiqué states that a German attack on Hill 76 gained a foothold in our advanced works on the southern side, but a vigorous counter-attack immediately drove them out.

GREAT GERMAN EFFORT TO RECOVER POSITIONS.

PARIS, September 21st.

A communiqué states:—"North of the Somme the Germans made a great effort to recover their lost positions. The battle lasted from nine in the morning till nightfall. Successive waves of enemy masses were crushed by our machine-gun and artillery-fire, and sometimes with the bayonet. The French have retained the whole of the ground."

Magnificent French resistance. The Germans attacked on a front of five kilometres from the Priez farm to the south of the Abbe Wood farm, attacking in masses, on each occasion preceded by a furious cannonade.

The French magnificently resisted all the assaults and repulsed the enemy by a cross-fire of machine-guns and artillery. Everywhere we maintained our positions. The fighting has been most fierce in the vicinity of the Priez farm in the region of Bouchevignes.

Four waves of assault broken. Four waves of an assault in front of Priez farm were successively broken by our gun-fire. The enemy masses were seen to disintegrate and flow back in disorder behind the ridge, leaving the ground covered with corpses.

The Germans in the Bouchevignes sector, after several sanguinary defeats, succeeded at one in the afternoon in gaining a lodgement in the north-eastern part of the village, but were driven out at the point of the bayonet by an irresistible counter-attack.

Fifty prisoners, including several officers, were captured. The enemy's losses everywhere were very great.

AVERAGE LIFE OF GERMAN DIVISION.

LONDON, September 20th.

It is learnt from a trustworthy source that the average life of a German Division in the Somme region is about 19 days.

More than two Divisions have had to be brought up weekly since the end of June to replace the wastage.

GENERAL.

(THROUGH REUTER'S AGENCY.)

EXPLOSION IN MUNITION WORKS.

LONDON, September 20th.

It is officially announced that seven persons were killed and 72 injured in the recent explosion in a munition works.

BRITISH WAR COMMITTEE.

LONDON, September 20th.

Mr. Chamberlain, Lord Hardinge, Sir Arthur Hirtzel, General Sir Edmund Barrow and Lieut.-Colonel Sir Mark Sykes attended a meeting of the War Committee yesterday.

THE BALKANS

(THROUGH REUTER'S AGENCY.)

THE SERBIANS' SUCCESS.

LONDON, September 20th.

Reuter's Special Correspondent at Salonika states that the capture of the Kajmakalan ridge by the Serbians is most important. The ridge dominates the whole region westward and northward and enables the Serbians to threaten not only the line to Cerna but the communications with Monastir.

Salonika, September 21st.
The Serbians on Tuesday continued their successful attacks on the entire front.

Bulgarian attempts to retake the Kajmakalan Mountain failed. The Serbians inflicted enormous losses on the Bulgarians in the vicinity of Florina.

BRITISH AIRCRAFT AT DRAMA.

LONDON, September 20th.

A British official report from Salonika states that our aircraft dropped bombs on rolling stock and stores at Drama. There have been no developments on the Doiran front.

THE GREEK CRISIS.

THE QUESTION OF NEUTRALITY.

DECISION TO DEPART FROM IT IN PRINCIPLE.

ATHENS, September 20th.

Greece has decided in principle to depart from neutrality.

URGENT GREEK NOTE TO GERMANY.

RELEASE OF KAVALLA GARRISON DEMANDED.

ATHENS, September 20th.

The King, the Premier and the Minister of Foreign Affairs, after examining the situation, in principle decided to depart from neutrality with a view to alleviating distrust on the part of the Entente Powers.

An Ultimatum to Germany regarding the interned Army Corps is spoken of.

A semi-official report states that the messages of the Greek Government to the Commander were carried out through the medium of wireless.

The British warships beat out these statements regarding the Commander's disobedience.

Reuter's Agency announces that Greece has despatched an urgent Note to Germany demanding the release of the Kavalla garrison who are interned in Germany.

The Note states that the Commander of the Kavalla garrison was instructed to embark the troops and transport them with their equipment to another Greek port. It is not clear why he disregarded the orders and delivered the troops to the Germans and the Bulgarians.

The Note proposes the conduct of the troops from Switzerland to a Mediterranean port, from which they may be embarked on Greek ships and conveyed to Greece.

THE TONE OF NOTE DECIDED AND FIRM.

Reuter's Agency states that the tone of the Greek Note to Germany is firm and decided.

The Government disavows the action of the Commander of the Kavalla garrison, and demands that the troops be brought to the Swiss frontier and redelivered under a guarantee that they will not be stopped or compelled to serve against the Central Powers.

ALLIED FLEET DECLARE A BLOCKADE.

ATHENS, September 20th.

It is semi-officially announced that the Allied Fleet has declared a blockade from the mouth of the Nestos to the village of Chaiaghizi.

LONDON, September 21st.

The blockade mentioned last night includes Kavalla and the other Greek ports commanded by the Bulgarians.

THE BALKANS

(THROUGH REUTER'S AGENCY.)

ROUMANIANS IN TRANSYLVANIA.

BUCHAREST, September 20th.

A communiqué reports unimportant skirmishes in Transylvania except in the Strein valley, where violent attacks by the enemy with superior forces necessitated a slight retirement.

THE DOBRUDJA FRONT.

Two enemy attacks south-east of Colindin in the Dobrudja were repulsed.

A communiqué announces a Roumanian success in the region of Engies-Dobrudja, nineteen miles south of the railway from Constantza to Cernavoda.

Fighting continues against the principal enemy forces.

BULGARIAN COUNTER- ATTACK REPULSED.

LONDON, September 20th.

A French official report from Salonika states:—"We dispersed a Bulgarian counter-attack, supported by cavalry, in the region of Brod River, east of Florina."

The enemy are still resisting in the heights north of Pisodere on our left wing.

CLEARING OUT FLORINA.

A French official report from Salonika states:—"We cleared out some houses in Florina and made prisoners of the Bulgarians who were huddled in them and who had been savagely defending them."

A French air squadron has heavily bombed Monastir.

BULGARIANS INTERN A GREEK DETACHMENT.

ATHENS, September 20th.

It is reported that a Greek detachment in Eastern Macedonia has been taken to Philippopolis by Bulgarians and interned in the barracks there.

GENERAL.

(THROUGH REUTER'S AGENCY.)

DUTCH EAST INDIES.

STRENGTHENING THE FORCES.

THE HAGUE, September 20th.

Queen Wilhelmina, in her message to the States-General, stated that the Government would as far as possible strengthen the military forces in the Netherlands Indies and continue to extend the Fleet.

AUSTRALIA AND CONSCRIPTION.

MELBOURNE, September 21st.

The House of Representatives sat all night debating the Conscription Referendum Bill.

The Premier, Mr. W. M. Hughes, said he was determined to sit till the Bill was passed.

An amendment opposing conscription was defeated by 40 votes to 12.

After a vehement speech by Mr. Hughes denouncing the undemocratic amendment of a secret junta of Perth's Legislative Assembly, the Premier said that if necessary the House would adjourn to enable the members to actively participate in the conscription campaign.

LATER.
The House of Representatives passed the third reading of the Conscription Referendum Bill by 47 votes to 12.

BYE-ELECTION.

LONDON, September 21st.

The Mansfield bye-election, caused by the death of Sir Arthur Markham, resulted as follows:—

Col. Seely (Coalitionist) 7,597
Mr. Turnbull (Independent) 4,456

Majority 3,141

THE RAILWAY DISPUTE IN ENGLAND.

LONDON, September 21st.

It is officially announced that the railway dispute mentioned in a message dated the 14th inst. has been settled.

[The message alluded to stated:—"A conference of railway managers and delegates of the Railwaysmen's Union has discussed the demand of a half-sovereign weekly advance in wages. According to the Press Bureau, the Companies offered three shillings, in addition to a five shilling bonus given last October, and proposed arbitration in regard to a further grant. This offer was not accepted by the men's representatives."]

(THROUGH REUTER'S AGENCY.)

THE BRIDGE DISASTER AT QUEBEC.

QUEBEC, September 21st.

At the inquest on the victims of the bridge disaster, the Chief Engineer testified that probably the fall of the span was due to an unseen flaw in the steel casting supporting the span during the hoisting.

FLOODS IN CHINA.

WASHINGTON, September 21st.

A million people have been rendered homeless through floods in China. Several of the cities in Northern Anhui are submerged.

There were few fatalities, but the crops generally have been destroyed.

THE FRYATT MURDER.

FORMAL BRITISH PROTEST.

The following letter has been addressed by Viscount Grey to the United States Embassy:—

The Secretary of State for Foreign Affairs presents his compliments to the United States Chargé d'affaires and has the honour to acknowledge the receipt of Mr. Page's Notes of the 29th and 31st ultimo relative to the shooting of Capt. Fryatt, Master of the s.s. *Brussels*, on the 28th March, 1915, to ram a German submarine by which his vessel was attacked.

Viscount Grey will be grateful if Mr. Laughlin will request the United States Ambassador at Berlin to be good enough to inform the German Government that his Majesty's Government desire to enter the most formal protest against this proceeding, which they only describe as the judicial murder of a British subject, held prisoner of war by the German Government, under conditions in direct violation of the law of nations and the usages of war.

From the information already in the possession of his Majesty's Government there can be no doubt that the trial of Captain Fryatt was conducted under circumstances calculated to cast the gravest obloquy on the authorities concerned. Independently of the fact that no time appears to have been afforded for any other effective steps to be taken on behalf of the accused man by the United States Embassy, the German Government themselves appointed an officer to conduct the defence instead of allowing Mr. Gerard to choose counsel whom he might consider suitable for that purpose, and the unseemly haste with which the trial was instituted and the sentence carried into effect is a sufficient proof that the German authorities were fully conscious of the unwarrantable nature of their action and anxious to forestall the legitimate outburst of indignation which must necessarily be evoked in the country.

The reason assigned by the German Government for this precipitancy—namely, that it was impossible to detain longer those witnesses whose evidence was of the greatest importance—the officers and crew of the submarine—cannot but be regarded as unparalleled in circumstances such as those with which the tribunal had to deal.

Further, the fact that the grave intelligence of Captain Fryatt's execution was merely communicated verbally to Mr. Gerard by the German Foreign Office on the 28th July can only be interpreted as showing the reluctance of the German Government to bring their proceedings to his Excellency's knowledge in official form.

In communicating the foregoing to the German Government, Viscount Grey will be much obliged if Mr. Gerard will request the Ministry for Foreign Affairs to furnish him, for the information of his Majesty's Government, with a copy of the finding of the Court-martial, as well as with a statement of the manner in which the Court was constituted, of the persons of whom it was composed, of the lines adopted by the defence, and of the witnesses who were called upon to give evidence, both for the defence and the prosecution.

Foreign Office, August 7th, 1916.

"THE PERMANENT AND ONLY TRUE PEACE."

Baron von Stengel, a Zurich professor who was one of the German delegates at The Hague Conference, has been writing to the Dutch Anti-War League on a future Peace Conference. The Times quotes from the *Frankfurter Zeitung* the text of his utterance, which would be quite incredible if it did not happen to be true. A Peace Conference is declared to be "quite superfluous," since a victorious Germany will be able to secure and maintain for the whole of combined humanity the permanent and only true peace.

The war is said to have shown that Germans form "the crown of Kultur in all creation." To them accordingly will it fall to give peace to the world: "The result of this is that it is unnecessary to continue peace labours of any kind, because we Germans, with our domination over our restless neighbours, shall also assume the duties and the office of the police of peace." The policemen will be able to nip in the bud any hostility which may arise. The Baron has, however, some advice to give to neutrals which deserves reproduction in full. "Subjection to our control, which is in every respect superior to any other, is the only and the surest way to prosperous existence for every nation, and especially for neutrals; their best course would be voluntarily to join themselves to us and to trust themselves to us. In these hard times of division it is wise and prudent to join one self to a mighty head. To deserve well of a mighty hereditary lord is to sow seed for the future. There is no people richer in feeling and ideals than we Germans are, and so under their protection, all international law is perfectly superfluous, because we of our own instinct give every one his rights." Little wonder that the *Frankfurter Zeitung* protests against the professorial utterance as "compromising."

M. SAZONOFF'S CAREER.

A MINISTER WHO WORKED FOR THE ENTENTE.

His resignation of M. Sazonoff, must have come as a great surprise to the Russian public itself, since only recently he appeared before the Duma Military Committee and made a statement on the international situation which did not suggest his early retirement.

M. Sergius Sazonoff, who is now 55 years of age, has spent all his adult life in the service of the Russian Foreign Office, and was long regarded as a typical Singer's Bridge man (so called after the street in which the Ministry is situated)—correct, able, but without any original views, or any individual initiative, a purely bureaucratic wheel in the great machinery of Russian diplomacy.

His career, first as clerk in the Foreign Office, then as Secretary to the Embassy in London and to the Vatican Mission, then again as a functionary at the Foreign Office, afterwards once more at the London Embassy—this time as a councillor—seemed the stereotyped advancement of a good official who might end his days as a Minister at some second-rate capital in Europe or South America. Happily in 1903 the post of Russian Minister at the Vatican became vacant on the appointment of M. Isvolsky to the head of the Foreign Office, and M. Sazonoff was appointed to fill it. This was the real beginning of his career and influence, for in the Russian diplomatic service the Vatican post has ever been regarded as the stepping-stone to the Ministry itself.

Three years later M. Sazonoff was already back at Petrograd as one of the assistant ministers, and when M. Isvolsky retired, in 1910, M. Sazonoff was appointed to succeed him.

There is no harm in stating now that his appointment was due to a reaction against the anti-Austrian and anti-German policy of M. Isvolsky, who from the time of the Algeiras Conference had been steadily carrying on a policy of rapprochement with the western Powers.

M. Sazonoff at once brought about the change in Russia's foreign policy which was crowned at Potsdam in November, 1910, during a meeting between the Tsar and the Kaiser, by the conclusion of an agreement on the Bagdad railway and the Persian question. To this agreement, which was but the expression of a renewal of the Russo-German friendship, M. Sazonoff faithfully adhered right through the Agadir crisis up to the spring of 1912.

The Balkan wars and his visit to England to stay at Balmoral as the King's guest marked a return of Russian diplomacy for the paths marked out for it by his predecessor in 1908-9. The rest is well known. M. Sazonoff remained thereafter consistently a staunch supporter of the Anglo-Franco-Russian combination.

The reason for his retirement, apart from ill-health, has not been divulged. It was rumour in the Russian press a little while ago that M. Sazonoff was in disagreement with M. Sturmer, the Prime Minister, on the question of Polish reforms, being in favour of granting to Poland a measure of autonomy without unduly weakening the links which united the country to the Russian Empire. The question was to be discussed and finally decided, so the rumour said, at the Tsar's headquarters. If this was true, it would appear that he has had to retire because a different conception prevailed in the Tsar's councils as to the place of Poland in the reorganised Empire.

COST OF LIVING.

HOUSE OF COMMONS DEBATE.

The high cost of living was debated in the House of Commons last month.

Mr. E. G. Pretyman (Parliamentary Secretary to the Board of Trade), when replying, said that the price of food was a matter which could not be isolated from the general conduct of the war. It was only part of the war problem, and not of first importance. It was largely one of shipping, and the claims on shipping had been many and conflicting.

The Government was daily engaged negotiating with different interests for the purpose of keeping down prices. It was calculated that the consumption of food by the soldiers was 50 per cent. higher than the consumption in civilian life. That was sufficient to account for a considerable increase in prices. The evil had been increased by the simultaneous lowering of supplies by the withdrawal of labour from the land. These factors were beyond Government control.

Meeting the charge that the State was sharing in crime by taking excess profits, Mr. Pretyman agreed that from one point of view that was so, but it was better that was so than to stop trades and industries which were essential to the successful conduct of the war. The Government practically controlled shipping, and steps had been taken to prevent the cornering of commodities. The rise in freight represented one penny out of a rise of 3d., in the cost of the loaf. Freight bulked less in the increase of food prices than was generally thought.

Mr. F. D. Acland (Parliamentary Secretary to the Board of Agriculture) said the number of stock and horned cattle in June was an absolute record. He thought the area under grain showed a moderate decline for 1916, but it still showed an appreciable increase over the year 1914.

Mr. R. P. Houston (who is a shipowner) said that Mr. Winston Churchill had been responsible more than anyone for the rise in freight, through the wasteful use of shipping when he had been First Lord of the Admiralty. Mr. Churchill was crudely amateurish in suggesting that the State take over all shipping. He forgot that from one-third to one-half of our food was carried in neutral bottoms.

Hello! Did you think over that business about the Bonds? Yes, it's pretty certain now that an **UNREMITTING PRESSURE** on all fronts will lead straight on to Victory, and you can help in some measure by lending money to the Government.

The least you can do is to convert all available cash into **EXCHEQUER BONDS**. The **HONGKONG BANK** will buy them.

What do you say? Only 5 per cent.? Well, I don't think any of us should mind whether it's 5 per cent. or 6 per cent. so long as we get through with the War.

What's that? Oh, you're writing a chit to the Bank now. Alright! I'll ring off. Good-bye, old man.



Yot in the game—Sargol makes Punsy, Pevish People Plump and Popular

SARGOL, the concentrated food that puts on good, healthy flesh, sometimes at the rate of a pound a day, builds up the thin and weak, brings back the rosy blush of health, rounds out the skinny, scrawny figures to lines of beauty and plumpness, does it easily, quickly and effectively.

You don't understand it? Well, to tell the truth, neither do we. But after a long series of costly experiments we "hit upon an idea" and produced a combination of tissue building elements, which have performed wonders in making thin people plump and fat.

Sargol was made to put flesh on thin folks, but we don't understand one-half the other remarkable things it does for the thin and underdeveloped, the pale and the weak, the dull and the listless. It is not a drug nor a stimulant, but can be best classed as a concentrated food with high tissue-building qualities. A food that creates rich, red blood, builds brain and brawn, hardens flabby muscles and makes even a confirmed dyspeptic "sit up and take notice." In building tissue it has a higher value than good beefsteak or eggs.

Sargol helps you to assimilate your food, to get the utmost good out of every mouthful. Take it with your meals for a few days, the test will tell. See how your digestion has improved, how the blue melancholy feeling goes, how good your meals taste.

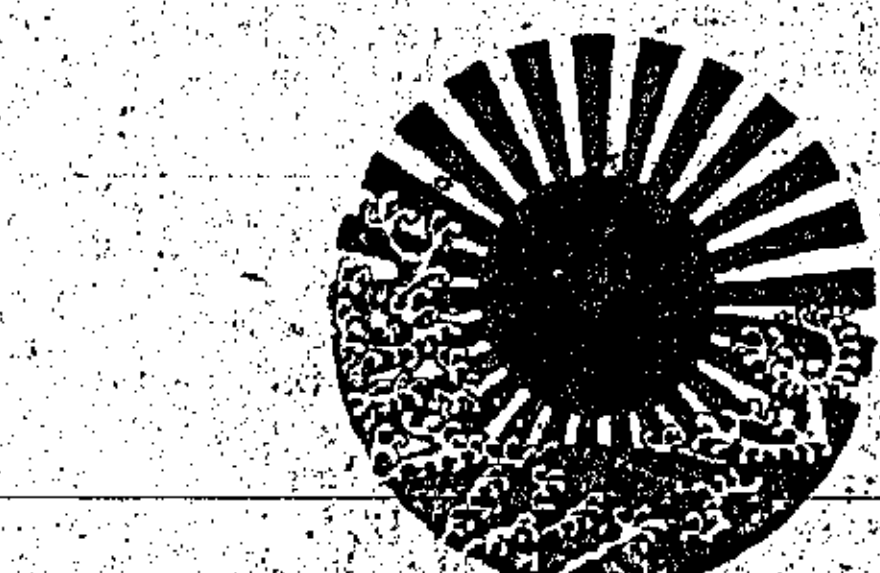
A few days more and you begin to take on flesh. You look better, act better, you can do more, do it quicker and easier. Your friend slaps you on the shoulder and says: "Hello, Bill, you're looking fine, never saw you looking better." But you don't need to be told this. You know it yourself. You know you are gaining weight, feeling more fit than you have felt for years.

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(108)

THE GOVERNMENT OF IRELAND.

MR. DUKE AS RESIDENT CHIEF SECRETARY.

The Government's plans for the future government of Ireland until Home Rule comes into operation at the close of the war are briefly as follows:—

Maintenance of the present military force under Sir John Maxwell or a successor, "for the protection of the population against a possible recurrence of this misguided, mischievous, and irresponsible movement" (Sinn Féin).

The military will have no authority over the police or the civil administration. Restoration of a civil Executive responsible to Parliament.

The Lord Lieutenant will be retained. Appointment of Mr. Duke, M.C., M.P., as the new Chief Secretary, Sir Robert Chalmers, continuing as Under-Secretary for the time being.

The speech with which Mr. Dillon opened the debate in the House of Commons was a *réchauffé* (highly seasoned) of the story of the negotiations and the breakdown of the settlement. He moved a resolution that the Government should discontinue their Irish plans. From the first, he said, the Irish had made it a fundamental condition that their numbers at Westminster should not be diminished until the Irish question was definitely settled. "No doubt you would be glad to get rid of us," he said, turning to the Unionists; but the Irish were not such a pack of children as to leave Westminster until Home Rule was settled. "This condition was agreed to, yet now the Unionists had gone back on it. Why? Because they thought that the number of Irish members here might decide the destinies of the next Administration. (Nationalist cheers.) So for 'speculative party interest' they broke up the settlement. For this action Mr. Dillon threw all the blame upon Lord Lansdowne. He had seen the terms before they went to Ireland, he did not resign, and he ought to have been bound by the settlement.

A PEACE MILESTONE.

Mr. Asquith was reproached of the tone of some of Mr. Dillon's remarks, in particular his comparison between Poland and Ireland. "Home Rule is on the Statute Book," he reminded him. "I don't think that Poland has got that."

"There are men in this House who wish to take it on the Statute Book," interposed Mr. Dillon. "They will never be able to take it off the Statute Book," answered Mr. Asquith very decisively. Liberals and Nationalists cheered loudly. Coming to the actual situation, Mr. Asquith spoke of the "new atmosphere" created, and said the settlement, though it had broken down, was a milestone on a road along which they would never go back, and claimed that it was a patriotic duty to do nothing to recreate old bitternesses. He said: "The condition of Ireland from one point of view is very satisfactory and from another point of view very disquieting. The farmers of Ireland had never been so prosperous. Many of them were well on the way to becoming owners of their land. On the other hand there has been and there is the present moment in many parts of the country a considerable recrudescence of the Sinn Féin movement in its most aggressive forms. In some places they had seen manifestations of sympathy with Germany."

There was nothing in the nature of open rebellion, the force of soldiers being quite sufficient to prevent that, and the great bulk of the Irish people being loyal to the core; but there are undoubtedly restless and anarchic forces at work which require vigilant attention on the part of the forces of the Crown. Incidentally Mr. Asquith mentioned that though martial law had been in existence in Ireland it had never been in force, and he paid a high compliment to the judgment, tact, and discretion of Sir John Maxwell. After a reference to the military dispositions, Mr. Asquith said they proposed no ambitious experiment in civil government, for it was a mere transition period they were providing for.

MR. REDMOND'S PLEA.

Mr. Redmond followed immediately. One great good, he said, had come out of the negotiations, and that was a considerable improvement in the relations between the Nationalists and the followers of Sir Edward Carson. What has happened makes a peaceful settlement in the end absolutely certain," he declared. He reiterated that the Nationalists stood by the terms of the settlement, and regretted that attempts had been made to vary it in substance. Passing to the new proposals of Ireland the remedy is to set up again Dublin Castle and its machinery, which he (Mr. Asquith) has stated had hopelessly broken down," he said contemptuously.

"The right hon. gentleman has said he takes a grave view of the state of unrest in Ireland. That being so, it is a very serious thing to revive Dublin Castle, and to revive it by, for all practical purposes, setting up a Unionist Executive. (Ironical Nationalist cheers.) Will most undoubtedly outrage feelings still more." Mr. Asquith had said that the real grievances of Ireland were the Chief Secretary and the Attorney-General. Both were Unionists. (Nationalist cheers.) "He is going to set up Dublin Castle again; but he refuses to put in an executive of Home Rulers. (Nationalist cheers.) He refuses us even a Coalition Executive."

Mr. Redmond protested against the arrangement, and warned the Government that it would be the duty of the Nationalists to "watch, to criticize, and to oppose the new Administration how, when, and (Continued on next column.)"

HIGH-SPEED STEEL WITHOUT TUNGSTEN.

A NEW BRITISH INVENTION.

A recent American Consular report from Sheffield says the proprietor of several steel concerns in Sheffield took out provisional patents for a new process covering the manufacture of high-speed steel alloy, and claims superiority over the old process in several important respects. In manufacturing high-speed steel under the former process an indispensable alloy is tungsten, which in normal times is used to the extent of 14 to 24 per cent. In the new process no tungsten, molybdenum, cobalt, or vanadium is used, and it is stated that the required ingredients are freely obtainable wherever steel is manufactured. Considering the present scarcity and abnormal price of tungsten, especially in neutral countries, this feature of the discovery is claimed to be of supreme importance.

Another claim, and also one on which great stress is laid, is the low cost of manufacture. The tools are simply cast into the proper lengths, after which the cutting edge is shaped and sharpened on an emery wheel. The tool is then ready for working. Four of the six ordinary processes are eliminated.

A third claim is that when the tools become too worn for further working, the parts remaining can be remelted and no loss results. Demonstrations of the discovery have been given in Sheffield. Tools were made in the manner stated, and were tested as against high-speed tools of established makes. The tools were tested with heavy cuts, reducing the bar one-half inch at speeds of about 50 feet per minute, and light cuts, reducing the bar one-thirty-second of an inch at a speed of about 150 feet per minute. Tools of one-fourth, one-half, and up to 2 inches were tested, all on the bar mentioned, and in each case the result was quite satisfactory.

The new discovery is suitable only for turning, planing, and slotting tools, all of which can be made by casting, and is not suitable for twist drills or milling cutters. It is stated, however, that the consumption of high-speed steel in the manufacture of tools for which the new discovery is available represents probably 75 per cent. of the entire consumption of steel for machine tools. Patents in other countries are being applied for, and it is proposed in the near future to place the process before steel makers in the United States.

where we please." In an eloquent peroration he urged them not to dwell exclusively on the act of 2,000 people in Dublin and forget the achievements of British Irish soldiers on the battlefields of France. "In the last month two battalions of the Dublin Fusiliers, in one of which my son is serving, have been fighting side by side with the Ulster division. Do you think those things can ever be forgotten in the Ireland of the future? Whatever of evil or misery has come out of this war one good has resulted for Ireland. There never will be an Irish civil war, and when the time is ripe all our differences will be peacefully settled."

MR. BONAR LAW.

Mr. Bonar Law put the Unionist view of the settlement. "The Prime Minister gave me a shock," he remarked, "when he said that nobody would ever be able to take the Home Rule Bill off the Statute Book. That may be true, and as all the Unionist members in the Cabinet were willing to adopt a settlement which did include giving effect to that Bill I cannot take exception to it, but so far as I am able to prevent it the Home Rule Bill never will come into operation until there is an Amending Bill which carries out fairly the agreement with regard to Ulster."

He repudiated Mr. Dillon's attack on Lord Lansdowne and said that both he (Mr. Bonar Law) and Lord Lansdowne came to the same conclusion as to what was best to be done in the emergency. He said that once negotiations had gone to the length which they had reached, the best interests not merely of Ireland but of the United Kingdom that a settlement should come, and he was ready to incur suspicion, even a certain amount of derision, among his followers to secure it. Lord Lansdowne from the first considered the settlement a bad thing, but rather than face breaking up the Government in a great crisis of the war he agreed to the settlement. Regarding Ulster, Mr. Bonar Law insisted that though there might have been some misunderstanding there was never from the first any doubt among Unionists that Ulster was to be left until she chose to come in.

Nationalists were on stronger ground as to the failure to keep the terms of the agreement respecting Irish membership at Westminster. Mr. Lloyd George could not be expected to consult the Cabinet at every point in the negotiations, but at the same time it was in the nature of the case and I believe hon. gentlemen below the gangway knew very well when these proposals were put forward that the Cabinet might not assent; that the Cabinet could not be bound by negotiations of which they were ignorant. He (Mr. Bonar Law) was the first to note the provisions as to the Irish membership remaining unchanged, and said to the Prime Minister at once that such an arrangement was impossible. "An election might come and the question might be whether we were getting the terms of peace to which we were entitled. Did anyone suggest that such a question should remain to be decided by the hon. gentlemen below the gangway? (Nationalist cheers.) He would have no fear of their judgment if the question was decided on its merits, but they had always insisted on remaining at Westminster, and they might throw their weight with the party which backed them on the Irish question. (Unionist cheers.) Could English Unionists agree to that situation?"

"It's the situation now," promptly pointed out Mr. Dillon. "Speeches more or less charged with the old party feelings are carried on the debate till shortly before eleven, when Mr. Dillon's motion was agreed to."

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IN THE BALKAN EXPRESS.

FROM BERLIN TO CONSTANTINOPLE.

A PERSONAL NARRATIVE.

The impressions of a traveller who recently made the journey from Berlin to Constantinople by the "Balkan Express" are given in the following article.

Twice a week a train of seven cars pulls into Berlin. It is labelled in foot-high letters throughout all its length "Balkan Express." This is the much-lauded Berlin-Constantinople express, which conveys military officers and officials to and from the Turkish capital. It has been much talked about, and for some time before it was actually running it was held up to the world as another of the wonders of the war as waged by Germany.

That it was a wonderful feat to run a train from the German capital to Constantinople is disputed, but the work of preparation for the through run was a stupendous one. For almost a month after the advertised time of running the train was still lying in the railway yards at Berlin. The difficulties in the way of the engineers were very great, and not the least serious of these were the ravages that had been made on the permanent way by the Serbians before they left their country. Every bridge of any pretensions was blown up. One or more spans were missing, and the German military engineers had a difficult task in repairing these.

The obtaining of a permit to travel on the Balkan Express is a matter of extreme difficulty. Every passenger, after a thorough examination, is provided with a train ticket like a passport, which in fact it really is. It bears the portrait of the traveller and all particulars of use to the police and the military. These particulars are written in German and Turkish, for the train is supposedly owned and run by the two countries. As a matter of fact this is the cause of a great deal of friction between the two Governments. The true state of the affair is that the train is a Turkish train when it is in Ottoman territory, but immediately it leaves it becomes a German train. All the train attendants are Germans.

THE MARK OF THE TIGER.
All through the train there are notices warning the travellers as to talking of military matters and suggesting that spies are everywhere. They are plastered in every carriage and in all the corridors. In addition they are on all the stations until one becomes almost sick of the sight of them.

As the train passes through the various countries along the route the populace is immensely interested. The stops are short, none longer than 20 minutes; at Dresden only seven minutes are allowed. Passengers may not leave the station, but are expected to keep to the platform. For the most part the travellers are German and Austrian officers and officials, but a few Turks use the train for journeys as far as Berlin, where now the *tarbush* may be seen in the streets.

Running through Serbia the most impressive signs of the German occupation were the encampments of the troops alongside the permanent way. There are huge notices up at all the stations warning the inhabitants to keep away from the railway. No one is allowed on the platforms because the whole country is still infected with typhus, and there has to be the most rigorous supervision for this reason. All along the line may be seen the trenches and the rusty barbed wire entanglements that tell of the fighting months ago. At each little fortified encampment German soldiers have planted vegetable gardens over which may be read the legend of "Kriegsgarten" ("War Garden"). There were no signs of their having planted any wheat or grain.

Through Serbia nearly all the bridges of any size had been destroyed, at least partially. Often whole spans had been blown out. In many cases the Germans had replaced these, moving them bodily with great pains to their old positions. In some of the other bridges, where the girders and way were so badly damaged as to defy repair temporary bridges on wooden trestles had been built. These structures may give during the summer season, but they could not stand even a moderate flood. The work, therefore, still goes on, and in time the old bridges will be reconstructed.

BLINDFOLD BULGARIANS.

A whole day is spent in the journey through Bulgaria. There one sees line after line of railway carriages, all with their windows whitewashed. Germans and Bulgarians stare openly at the reason for this decorative work. When they were hanging in the balance for Bulgaria and she was not sure which way she would throw her weight, the windows were all painted over. It was not to prevent the people outside from seeing into the carriages, but to make it impossible for the men in the trains to see which way they were going. Not a Bulgarian soldier knew until some time after he had been dispatched whether he had been sent and where he was supposed to be fighting. Shut up with the doors locked the men could not tell in what direction they were travelling—north, west, or south-east.

Along the whole line from Berlin to Constantinople and even down into Syria there are thousands of Belgian railway cars. These are easily recognizable, for they still have the Belgian marks on them. To these the Imperial cipher and the eagle have been added. Troops are on the move in Bulgaria, as elsewhere, but they seem to be mostly away from the line of the Balkan Express. There is not the briskness that is evident immediately one enters Turkish territory. At Adrianople there are signs of great activity. Thence all the troops are evidently moving eastwards. That is the significant fact. There has been a great deal written about the movement of Turkish troops into Austria and even to Germany and the Western front. All this is quite ridiculous. The Turks could not move any of their troops to the west for the following reasons, among others. First and chief, the Turks cannot spare troops from the defence of their own territories; second

GERMAN MILITARY CRITICS' TRIBUTE TO BRITISH WORKERS.

WARNING HINT ABOUT BRUSILOFF.

Colonel Guedke, the famous military critic who now writes in the Socialist *Vorwaerts*, is much the coolest and soberest writer on the war in the German Press, and certainly the one most worth reading. His article on the situation a few days ago contained a number of generalisations that are worth noting.

Apròpos of the battle on the Somme, he says:—
"Lloyd George announced to his countrymen that the first guarantee of victory is an inexhaustible supply of munitions. The English have taken this advice and prepared enormous supplies of guns of the heaviest calibre for their great offensive. They have never for a moment lacked ammunition for these during the weeks that the offensive has continued. Industry and science have apparently met every demand for the desired victory; the refusal of the English workers to take any holidays has stood the test. The fighters at home have done all they could to shatter German resistance by a deluge of bursting shells."

After this tribute to the British working classes, Colonel Guedke applies the needed corrective. Mr. Lloyd George would have been right only if the German artillery had been so overwhelmed as to be "reduced to impotence." That is not the case, and "the enemy will have to be taught that German heavy guns, too, are being increased and that the German machine-guns, in the hands of skilled and cool soldiers, rule the battlefield."

Turning to the Eastern front, he gives a warning hint:—

"I consider it wrong to say, as one often hears, that the decision of the war lies in the West. The decision will take place where a victory is won so comprehensive that the defeated side is put out of action for an indefinite period or finally acknowledges its defeat. Were the Central Powers able to attain this at any point, the game would be up for the enemy; for neither of their separated halves can resist our united strength. The same, of course, holds for the other side. A decisive victory by Brusiloff would speedily and irrevocably depress the balance against us."

This is the first serious hint of the danger to the East that has yet appeared in a German newspaper. Most of the military critics prefer to leave that front alone or to refer only to its northern section.

ly, transport and commissariat, to say nothing of medical stores and equipment, are lacking. The Turkish troops are kept quite distinct from the Germans, and especially in Constantinople, where friction between these allies is so strong that one wonders how the German régime stands at all. It is only due to the fact that the Germans are there in such numbers and supply the organizing ability and the backbone that the Turks lack that they have been enabled to hold on at all.

There are two great weaknesses at Constantinople, almost side by side. One is supposed to be the joint station of the Ottoman and the German Governments. As a matter of fact the Germans manage everything with regard to it, and the Turks are masters of it in fancy only. The other station is frankly German. It is worked by Germans and guarded by them with the utmost care, and no Turkish subject is allowed near it.

There are Germans everywhere in Constantinople. There are German soldiers and German sailors. The latter are from the *Göthen* and the *Breslau*, which are now lying up a side basin of the Bosphorus. It is evident that the latter has finished her career. Her stern is all built up with masonry and concrete, and this has shaken loose, for the optimistic Turks took her to sea, and the vibration played havoc with the mortar. The repair looks like the stopping of a gigantic tooth, done very badly, and then knocked loose again. The German naval men are mostly quartered on a Hamburg-American liner lying by the Galata Bridge. She is used as a store ship and a base depot for the naval ratings of the *Göthen* and the *Breslau*.

The distress in the city is terrible. The widows and children of the men who have been killed are starving. They receive no aid from the Government. These women were given a pittance as long as their men were alive, but when their husbands were killed the pension, if it can be called such, ceased. There is the only official notification of death that wives got of the loss of husbands. The currency becomes more and more embarrassing every day. Paper has declined fully 40 per cent. in value, and is still rapidly depreciating. All the monetary transactions are in the hands of the Jews, who make enormous profit in changing gold into paper money or vice versa.

PRUSSIANS IN CONTROL.

The Germans have recently installed several Prussians in the Government departments of the Porte. The Under-Secretaries of the Ministries of Agriculture and Post and Telegraphs are both Germans. The former has immense power, which he can and does undoubtedly make use of for his real masters. He has charge of all the Agriculture Bank money, and as Turkey has been raising a great deal of her revenue from the land, much as Pharaoh did, it is useful to the Germans.

Turkey started a campaign for the restoration of the Turkish language for general use in the Ottoman dominions. All signs, other than those in Turkish, were to be taken down. This was done, but it was impossible for her to carry out the reform completely. The Germans would not allow it, and now there are more German signs than ever in the streets of Istanbul. There are the usual spy notices, and in addition every manifesto that has been published is displayed in German on the walls and lamp-posts. This has irritated the Turks immensely. It has shown them in a small way just how much they are under the Prussian thumb.—Times.

HOLLAND'S POSITION IN THE WAR.

FEARS BOTH GERMANY AND BRITAIN.

[BY WILLIAM C. BULLITT.]

In view of Queen Wilhelmina's speech to the States General on the subject of Holland's neutrality—briefly reported in our cables yesterday—the following article by an American writer will be read with interest.

More than any other man in the world perhaps, the Dutchman lives by the rule which Mr. Roosevelt would have America adopt for its very own: "Fear God and Take Your Own Part." Like the American, the Dutchman has a stronger sense of his rights than of his duties. He loves freedom of personal action; he hates discipline. He is a proud, rather selfish, individualist without a trace of the quixotic in his nature. To the question, "Are you pro-Ally or pro-German?" nine Dutchmen in ten will answer, "I am pro-Dutch." If one presses him further, the Dutchman will nearly always admit, "Yes, I am pro-Belgian and pro-French, but I am anti everybody else."

It is almost safe to say that every person in the nation is anti-German, if one adds at once that every person in the nation is anti-English. All the Dutch object to the way in which England and Germany have treated their nation since the beginning of the war; whether the individual Dutchman is more or less speaking objects more to Germany than to England depends on whether he is an Amsterdam aristocrat or a Rotterdam business man.

"A PLAQUE ON BOTH."
To Germany and England Holland says: "A plague on both your houses."

Not only does the Dutchman "take his own part," and no one else's in the great war, but also he "fears God," and fears nothing but God. (It is worth noting that the Clerical party, composed of a Catholic-Protestant coalition, is the largest in the States.) At the bottom of the Dutchman's sturdy individuality is the conviction that Holland must and will remain an independent nation so long as there are nations on the earth. The Dutch believe that if ever Germany swallows them, she will never be able to digest them. The only fear that oppresses Holland in the present war, and produces her war scares, is fear of unneeded assistance.

The Dutch do not fear a military attack by Germany. Although many Germans have talked of a "free German Rhine" from source to mouth, the Dutch believe that the present war has proved the value to Germany of a surrounding belt of small neutral nations through which supplies may be brought in time of war. Moreover, Dutch military men point out that Holland is worth four army corps to Germany, since she gives a perfect protection to Germany's right flank, and they do not believe that Germany will throw away this protection.

Purists, they insist, that Germany has not enough men to take on a new quarrel with a nation which has a well trained army of 400,000 men and a unique system of water defence. There is, however, conviction among the most influential men of Holland that if Germany is victorious to such an extent that she becomes a dictator of the Continent, she will bring an insupportable economic pressure upon Holland to force Holland to come into a Customs Union with the German Empire. This, the Dutch fear, would be the first move toward their incorporation as a State in the Empire, and the fear of this eventuality is at the bottom of Holland's hope that Germany may not be overwhelmingly victorious.

Holland is convinced that the moment either the Central Powers or the Allies believe it to their military advantage to invade her, they will invade her without scruple. But she has had this perfectly clear to both sets of belligerents that she will resist to the end any violation of her territory. And she believes that her army is a nut that neither side wishes to attempt to crack. The Dutch at present have 352,000 men under arms. The recall of all the Landwehr would raise the strength of the army to 400,000 men. If Holland should place every trained man in the nation under arms she would have more than 600,000 men.

WATER DEFENCES ELABORATED.
Holland's system of water defence has been elaborated and strengthened since the outbreak of the war, and is in the hands of a special corps of engineers, who are on duty at the dykes night and day. The line of water defence, however, includes only one-third of the country—the region west of an irregular line drawn east from Amsterdam to Rotterdam. But there is a suspicion that Holland may be drowned by her own water. For the recent floods showed that much of the territory within the line of water defences might be submerged by the breaking of a few dykes.

Holland's most vulnerable point is, however, her food supply. There is a cow for every two persons in the country, and as long as Holland has a supply of cattle-fodder meat, cheese and butter will be plentiful. Moreover, Holland grows in sufficient quantities to supply her wants of potatoes and other vegetables, and she is a large exporter of fish, but all grains and other foodstuffs she imports. The present shortage of ships has cut the grain reserve to the danger point.

The goods which Holland is selling to Germany are not imported goods, but the products of Holland herself. And she sells these products to Germany merely because Germany offers her a larger price than England. Chief among the exports, nearly all of which go to Germany, are butter, of which 42,722 tons were exported during 1915; cheese, 31,448 tons; eggs, 32,590 tons; fish, 230,125 tons; meats, chiefly cattle and swine, 124,414 tons; potato flour, 129,932 tons. In 1915 there were also exported to Germany: Copra, 100,845 tons; margarine, 21,721 tons; and linseed oil, 70,082 tons.

ENGLAND FORCES EMBARGO.
The export of copra and linseed oil to Germany has now ceased entirely. Forced by a threat from England of stopping entirely the importation of copra and linseed, the Dutch Government put an embargo on the exportation of these commodities. And since November, 1916, not a single ton of either copra or linseed oil has crossed the Holland-border into Germany. Only 805 tons of margarine

were exported to Germany during the period December, 1915, to March, 1916.

Nearly all the native products of Holland, however, continue to be sold to Germany. For the period of January to March the export to Germany was: Butter, 6415 tons; cheese, 32,315 tons; eggs, 8916 tons; fish, 21,474 tons; and meats, 59,225 tons.

The smuggling from Holland to Germany and Belgium has ceased. The first 12 months of the war were the golden days for smugglers. And there are thousands of highly respectable Dutchmen who have now retired to live on the proceeds of a few weeks of night work with copper or rubber or grain. There are a thousand stories of the smuggling in the first year of the war. Undoubtedly it was very extensive. Then one might smuggle by the cartload and even by the trainload.

COAL FROM GERMANY.
But Holland cannot afford to show her hostility by any definitely hostile acts, for her economic life depends upon the imports which come to her by the grace of Germany, as well as those which come by the grace of England.

Holland needs the coal, iron, dyes, drugs, medicines and cannon which come to her from Germany as much as the grain which England lets pass. Without German coal and iron Holland's ships cannot sail, and her industries must close their doors. In spite of the war, Germany continues to be the source of nearly all the high-grade coal used by the Dutch. Since the beginning of the war the Dutch have raised the production of their own coal mines in Limburg from about 1,700,000 tons a year to about 2,000,000 tons a year. And two-thirds instead of one-third of the production of these mines is now consumed in Holland. The Dutch coal is very inferior to the Westphalian product, having only 90 per cent. of its fuel value, and is not adapted to the use of steamships and of most industries. Roughly speaking, Germany is the source of three-fourths of Holland's coal supply.

IRON VITAL TO DUTCH.
When the German Government issued an edict fixing the rate of exchange of the mark in Holland at the point where it had been before the war, 59 Dutch cents, the Dutch remarked that the Germans might as well try to fix the price of the mark in March. The mark had fallen to 39 cents. But shortly after the degree Dutch importers of iron received notice that Germany had put an embargo on the export of iron and that their contracts for iron were void.

The iron was vital to Dutch industry. English and American iron was not in the Dutch market, owing to preoccupation with other orders and the high ocean freight rates. Dutch users of iron were in dismay until they received word from their German dealers that the German Government had been persuaded to lift the embargo. Moreover, said the Germans, we will renew the contracts at exactly the same rate, 160 marks per ton; but, of course, each mark must be paid for now at the rate of 59 Dutch cents, instead of 39 Dutch cents, because our Government says that is its value. The Dutch had to renew the contracts at this figure.

England is now threatening to stop the importation of all commodities which are used in the production of commodities which are sent to Germany. This interpretation of international law has been carried so far that a common jest in Holland now is: "The difficulty about importing cotton yarns is that they are woven into shirts which are worn by farmers who raise cabbages which are sold to Germany."

The latest example of what Dutchmen call "England's interpretation of international lawlessness" is the "bunker coal controversy" which has aroused all Holland in such a pitch of rage. This economic battle was caused by simultaneous decrees in England, first, that all ships receiving English bunker coal must promise to put at England's disposal 50 per cent. of their cargo space on their return trip; second, that German bunker coal should hereafter be considered contraband.

These and innumerable other interferences with Dutch trade, all of which the Dutch regard as illegal, have aroused great hostility in Holland toward England. Nevertheless, the irritation with England is not so deeprooted as the fear of Germany. Dutchmen believe that England will not hesitate to ruin them financially if it is to her advantage, and they see in many of the restrictions now put on their trade an attempt not to defeat Germany but to win markets for British traders. But they are convinced that England does not threaten their political independence. They remind one that the only foreign policy which England has followed consistently for centuries is the policy of maintaining the independence of the Low Countries. They point to England's wars with Philip of Spain, Louis XIV. and Napoleon.—Catholics American.

COMPULSORY MILITARY SERVICE.

Mr. G. O. Coulton has an article in the *Fortnightly* on "Compulsory Military Service" in which he remarks that to the average intelligent British workman Lord Roberts was the typical militarist and M. Jaures the typical pacifist, who gave his life for the cause of peace; yet on the question of compulsory military service these two stood very nearly on common ground. Both drew their main inspiration from the compulsory defensive militia which has so long been the glory of republican Switzerland. Jaures published only one book in the later years of his busy career, and that book was from beginning to end a plea for compulsory military training for all of 30 years onwards. In 1913 the Swiss Minister of War assured Colonel Bely that "the Swiss system is not now a compulsory system; every man who is rejected as a recruit regards it as a disaster, and there is great competition."

What was once compulsory is now voluntary—the Swiss people would not tolerate any other system. Jaures was able to say truly that (apart from the British exception), "in every country the whole instinct and reflection of the working classes run in the contrary direction to the voluntary service. Everywhere it is the working man, the peasant, who demands military service for the whole population."

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ARRIVALS.
 BOMBAY MARU, Japanese str., 3,106, S. Shinohara, 21st September—Singapore 14th September, Cotton—Nippon Yusen Kaisha.
 EUPHROSIA, British str., 2,260, A. S. Hawker, 20th September—Singapore 12th September, Kerosine Oil and Benzine—Asiatic Petroleum Co.
 HIRANO MARU, Japanese str., 4,973, H. Fraser, 21st September—Singapore 14th September, General—Nippon Yusen Kaisha.
 HAIMUN, British str., 641, H. M. Russell, 21st September—Bangkok 13th September—Order.
 SHIRAKA, British str., 3,400, A. J. Terry, 21st September—Mojito 10th September, General—D. Sassoon & Co.
 JACOB, Dutch str., 1,854, F. Bam, 21st September—Belawan (Deli) 8th September, General—Java-China-Japan Lijn.
 YINGCHOW, British str., 1,210, W. Lloyd Jones, 21st September—Shanghai 18th September, General—Butterfield & Swire.

DEPARTURES.
 September 21st.
 BOMBAY MARU, Jap. str., for Shanghai.
 HIRANO MARU, Jap. str., for Bangkok.
 SHANGHAI, Chinese str., for Kwangchow-wai.
 Szechuen, British str., for Hongkong.

PASSENGERS.
 Per *Jacob*, from Belawan, for Hongkong, Mrs. Tromp and infant.
 Per *Hirano Maru*, from London, etc., for Hongkong, Mrs. E. B. Starkey and 2 children, Miss C. M. Glazebrook, Mrs. A. J. Wells, Miss Y. A. J. Wells, Mr. and Mrs. J. Davis, Mr. and Mrs. B. L. Hogg, Mr. Frank Best, Mr. Thomas C. Maxwell, Mr. R. Weil, Mr. and Mrs. K. W. Gane, Mr. L. P. Kiah, Mrs. and Master S. Brand, Mrs. Kusan, and Mr. O. Handa.

VESSELS EXPECTED.

MERCHANT STEAMERS.

The str. *Yangchow* left Shanghai on the 17th instant, a.m., and is due Hongkong on the 22nd instant, at about noon (via Swatow).

The str. *Pathan* left Singapore on the 19th instant, and is therefore expected to arrive here on the 25th inst.

The str. *Endeavour* left San Francisco on the 27th August, calls at Honolulu, Yokohama, Kobe, Shanghai and Manila, and is due to arrive at Hongkong on or about September 30th and will leave about October 4th.

The str. *New Sweden* left Gothenburg on 6th August, and is due to arrive here about end September.

LATEST STEAMER MOVEMENTS.

The str. *Empress of Asia* arrived at Kobe on the 20th instant, at 6.30 a.m., and left Kobe same day, at 4 p.m.

The str. *Yamato* left Shanghai for this port on the 20th instant, evening, with the homeward English mails, and is due here to-morrow, at about noon.

The str. *Nevers* left Singapore for this port on the 20th instant, p.m., with the outward English mails, and is due here on the 25th instant, afternoon.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, OCEAN AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMSTERDAM, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NAMUR."
 Captain S. C. Warner, carrying His Majesty's Mails, will be despatched from this port on or about SUNDAY, the 24th Sept., 1916, at Daylight, taking Passengers and Cargo for the above Ports. The s.s. "NAMUR" will proceed through to Port Said, Marseilles and London.

Silk and Valuables for Bombay (under arrangement) will be transhipped at Colombo into a Steamer of the B. L. S. N. Co.

Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. V. D. PARR,
 Acting Superintendent.

HONGKONG-NEW YORK

AMERICAN ASIATIC S.S. CO.
 For BOSTON & NEW YORK.

S.S. "CITY OF DURHAM"
 On or about 30th September.

It is intended that the above vessel will proceed via Panama Canal.

For Freight and further particulars, apply to
 SEBASTIAN, TOMES & Co.,
 General Agents.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1", nearest Hongkong "2", midway between Hongkong and Kowloon "3", and those vessels berthed at the Kowloon Wharf "4" together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION VESSEL'S NAME FLAG & REG. MASTER CAPTAIN FOR FREIGHT APPLY TO TO BE DESPATCHED

LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE VIA USUAL PORTS OF CALL... MITAKAKI MARU Jap. str. Teranaka

LONDON VIA USUAL PORTS OF CALL... SARADINIA Brit. str. S. O. Warner

LONDON VIA USUAL PORTS OF CALL... CITY OF MANILA Brit. str. J. T. Jeffery

MAINTENANCE & REPAIRS... SARADINIA Brit. str. D. A. Gardiner

VICTORIA & TACOMA VIA MANILA & SINGAPORE... HAWAII MARU Jap. str. Nomura

VICTORIA, B.C., & SINGAPORE VIA SINGAPORE, & SINGAPORE VIA SINGAPORE... SHIDZUKA MARU Jap. str. Henderson

MEXICAN, PERUVIAN & CHILEAN PORTS VIA JAPAN... SHITO MARU Jap. str. Nakamura

BOATON & NEW YORK... CITY OF DURHAM Brit. str. E. Bent

NEW YORK VIA SINGAPORE, SAN FRANCISCO, & SAN FRANCISCO VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. T. H. Robson

SAN FRANCISCO VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. S. Robinson

SAN FRANCISCO VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. A. J. Haller

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. W. Dixon Hopcraft

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. F. C. Gambrell

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. F. Carter

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. Takada

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. K. Yoshikawa

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. Shano

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. H. Fraser

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. G. P. Sedden

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. W. Richard

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. Nomura

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. E. S. Jones

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. H. E. Hetherington

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. D. Asbury

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. W. C. Passmore

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. J. S. Thompson

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. J. W. Evans

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. Murakami

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. Knight

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. W. Massey

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. Y. Pusano

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. Koshiki

VANCOUVER VIA SINGAPORE, JAPAN, & SINGAPORE VIA SINGAPORE... TOSHIKAWA MARU Jap. str. T. Yamaguchi

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SHANGHAI VIA FOCHOW... "KWONGSANG" Saturday, 23rd Sept. D'light.

SANDAKAN... "MAURANG" Saturday, 23rd Sept. Noon.

MANILA... "LOONGSANG" Saturday, 23rd Sept. 2 p.m.

SINGAPORE, PENANG & CALCUTTA... "KUTSANG" Tuesday, 26th Sept. Noon.

MANILA... "YUENSANG" Saturday, 30th Sept. 9 p.m.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG", "NAMSANG", "JANSANG", and "FOONGSANG" leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 25 days. This service is supplemented by the "YUENSANG" leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin, Dairen, Weihaiwei.

Taking cargo on Through Bills of Lading to Kuantan, Labad, Davao, Jampora, Tawau, Tumpat, Jesselton and Labuan.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS all European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd. GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. AGENTS.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGES WITHOUT NOTICE.

HOMeward.

FOR STRAITS DATE OF DEPARTURE

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to JARDINE, MATHESON & Co., Ltd. AGENTS.

Telephone No. 215 Sub. Ex. 10.

CANADIAN PACIFIC OCEAN SERVICES LIMITED

TRANS-PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway

Hongkong to Vancouver 17 days. Hongkong to Montreal 22 days. Hongkong to Chicago 21 days. Hongkong to New York 24 days.

"EMPRESS OF RUSSIA" and "EMPRESS OF ASIA" 18,850 tons gross register, quadruple screws, speed 13 knots. Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONGKONG (subject to change) SAILINGS FROM HONGKONG.

"EMPRESS OF ASIA" 4 Oct. "EMPRESS OF ASIA" 29 Nov.

"EMPRESS OF RUSSIA" 1 Nov. "EMPRESS OF RUSSIA" 27 Dec.

"MONTEAGLE" 7 Nov. "EMPRESS OF JAPAN" 1917

"EMPRESS OF JAPAN" 16 Nov. "EMPRESS OF JAPAN" 10 Jan.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.

"Monteagle" calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European ports and West India.

For further information as to rates of Freight and Passage, Sailing Lists, etc., please apply to P. D. SUTHERLAND, General Agent, Passenger Dept., Hongkong.

J. H. WALLACE, General Agent, Hongkong.

P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FROM STRAITS TO DATE REMARKS

LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES... NAMUR Capt. S. C. Warner 24th Sept. Direct Service

SHANGHAI, MOJI, KOBE & NOVARA... Capt. H. E. Hetherington, R.N. 20th Sept. Direct Service

LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES... SARADINIA Capt. J. T. Jeffery 6th Oct. Direct Service

SHANGHAI, MOJI, KOBE & NOVARA... Capt. P. Asbury About 10th Oct. Direct Service

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to E. V. D. PARR, Acting Superintendent.

P. & O. S. N. Co.'s Office

WEATHER REPORT.

On the 21st at 10.52—Signals lowered.

At 11.15—No return from Japan or N.E. China.

Pressure has decreased slightly from Shanghai to the Philippines and over Tongking. It is nearly stationary in the neighbourhood of Hongkong. At 6 this morning the typhoon was situated in the north part of the Gulf of Tongking, moving N.W. It will now probably fill up.

The depression in the Pacific appears to be curving to the westward towards Formosa.

Hongkong rainfall for 24 hours ending at 10 a.m. today 1.44 inch. Total since 1st January, 74.79 inches, against an average of 73.12 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.

Hongkong to Gap Rock (E. or variable winds, moderate to light; fair).

Formosa Channel (N. winds, fresh to strong).

South Coast of China between E. to N.E. winds, Hongkong and Lamook (moderate to fresh).

South Coast of China between S.E. gale, mo-Hongkong and Hainan (demating).

HONGKONG TIDE TABLE.

From 22nd to 28th September, 1916.

HIGH WATER. LOW WATER.

Day of Month Time Height Day of Month Time Height

Fri. 22 m 5.10 ft. 4 b. m. 0.55 ft. 2

Satur. 23 m 8.20 ft. 5 m 0.9 4 6

Sun. 24 m 8.25 ft. 5.1 m 0.55 4 2

Mon. 25 m 8.25 ft. 5.3 m 1.26 2 0

Tues. 26 m 8.22 ft. 6 m 2.19 3 1

Wed. 27 m 9.10 ft. 6.4 3.24 2 3

Thurs. 28 m 9.42 ft. 6.8 3.50 2 6

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, SINGAPORE AND PENANG.

THE Steamship

"JAPAN" having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Sept. will be subject to rent.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 20th September, 1916. [27]

INDO-CHINA STEAM NAVIGATION COMPANY LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ONSANG" having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 25th Sept. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 20th September, 1916. [6]

NOTICE TO CONSIGNEES.

JAVA-CHINA-JAPAN LIJN.

JAVA-PACIFIC LIJN.

THE Steamship

"KARIMOEN" having arrived from SAN FRANCISCO, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 24th Sept., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 18th September, 1916. [116]

THE NEW FRENCH REMEDY

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

THERAPION No. 11

THERAPION No. 12

THERAPION No. 13

THERAPION No. 14

THERAPION No. 15

THER

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong PROPOSED SAILING Connecting with From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "SALAMIS" ... 30th November.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON ... S.S. "CITY OF MANILA" ... On 10th Oct.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to

THE BANK LINE, LTD.,

OR TO BRIS & Co., CANTON.

GENERAL AGENTS

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
WEIKAIWEI & TIEN-TSIN	"HUICHOW"	On 22nd Sept. 4 P.M.
HONGKONG	"CHIEH"	On 23rd Sept. 10 A.M.
SHANGHAI	"YINGCHOW"	On 24th Sept. 10 A.M.
PAKHAI and HAIPHONG	"SUNGKIANG"	On 25th Sept. 10 A.M.

DIRECT SAILINGS TOWARD RIVER, TWICE WEEKLY.

SS. "LINTAN" and S.S. "BANU".
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA", "TAMING" and "TEAN". Excellent Saloon accommodation and ships; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN".
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. SS. "SINKIANG", "LUCHOW", "YINGCHOW", "SHANTUNG" and "SUNGKIANG", with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS.
TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

Occupying 9 to 10 Days

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	1 Capt. W. C. Passmore	FRIDAY, 22nd Sept., at 2 P.M.
"HAIYAN"	1 Capt. J. S. Thomson	TUESDAY, 26th Sept., at 2 P.M.
"HAIHONG"	1 Capt. J. W. Evans	FRIDAY, 29th Sept., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "JAPAN" 6,013 tons, Captain G. P. Seddon, will be despatched for SHANGHAI, KOBE, and MOJI on 23rd September.

WESTWARD

S.S. "SHIRAZ" 5,300 tons, Captain A. J. Terry, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 23rd September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

AGENTS

P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &C.

Steamers to	Leave Hongkong	Connecting Mail Str. from Colombo	Due at MARSEILLES	Due at LONDON
COLOMBO			1910	1910
NAMUR	Sept. 24	Through Steamer	Oct. 26	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18
NOVARA	Oct. 20	MORIA	Nov. 19	Nov. 25
NORRE	Nov. 3	Through Steamer	Dec. 6	Dec. 15
NYANZA	Nov. 17	MONGOLIA	Dec. 17	Dec. 24
MALTA	Dec. 1	"MALWA"	Dec. 31	Jan. 7
NANKIN	Dec. 15	Through Steamer	Jan. 17	Jan. 26
NOVARA	Dec. 29	"MOOLAN"	Jan. 28	Feb. 4

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

SS.	LEAVE HONGKONG ABOUT
NOVARA	TUESDAY, 26th September.
NORRE	TUESDAY, 10th October.
NYANZA	SUNDAY, 2nd October.
MALTA	MONDAY, 6th November.
NANKIN	SUNDAY, 19th November.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS
(Non-Transshipment).
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave H.K. about	Leave SPOON about	Due at MARSEILLES if calling about	Due at LONDON about
The Intermediate Service is Temporarily Suspended.				

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at face and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
R. V. D. PARR,
Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	MIYAZAKI MARU (SUNDAY, 24th Sept., at Noon) KITANO MARU (THURSDAY, 5th Oct., at Noon)	18,000 6,600	
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SHIDZUOKA MARU (WED. DAY, 11th Oct., at Noon) KAMAKURA MARU (TUESDAY, 31st Oct., at Noon)	12,500 12,500	
SYDNEY and MELBOURNE VIA MANILA, BANGKOK, THURSDAY ISLAND, TOWNVILLE & BEIRBANE	NIKKO MARU (FRIDAY, 13th Oct., at 4 P.M.) AKI MARU (TUESDAY, 14th Nov., at 11 A.M.)	9,500 13,500	
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	TOSA MARU (TUESDAY, 26th Sept.) PENANG MARU (MONDAY, 25th Sept.)	10,000 8,000	
SHANGHAI, MOJI & KOBE	BOMBAY MARU (WED. DAY, 22nd Sept., at 10 A.M.) COLOMBO MARU (SATURDAY, 23rd Sept.)	8,000 8,000	
SHANGHAI and KOBE	AKI MARU (FRIDAY, 13th Oct., at 10 A.M.) HIRANO MARU (FRIDAY, 22nd Sept., at 7 A.M.)	13,500 18,000	

EASTBOUND NEW YORK LINE
VIA PANAMA CANAL.
(CARGO ONLY).

NEW YORK VIA SHANGHAI, MOJI, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA AND COLON.
TSUYAMA MARU (SATURDAY, 21st Oct.)
Capt. 18,000

* Wireless Telegraphy.
For Further Information apply to—

NIPPON YUSEN KAISHA,
B. MORI, MANAGER.

TELEPHONE Nos. 42 and 203

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons and Speed	Leave Hongkong
PERSEA MARU	9,000 — 14 knots	SATUR., 23rd Sept. 10.30 A.M.
TENYO MARU	22,000 — 21 knots	WED., 4th Oct., Noon
NIPPON MARU	11,000 — 16 knots	TUES., 17th Oct., 10.30 A.M.
SHINYO MARU	22,000 — 21 knots	WED., 1st Nov., Noon
SEIYO MARU	14,000 — 15 knots	THURS., 9th Nov., Noon
SIBERIA MARU	18,000 — 18 knots	THURS., 6th Oct., Noon
KORBA MARU	18,000 — 18 knots	FRI., 17th Nov., Noon

* Via MANILA, Omitting Shanghai.

* Proceeding to South American Ports.

* Omitting Manila, and Shanghai.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
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HOWEWARD		
MARSEILLES VIA HAIPHONG, PORTHOS and TOURANE and SAIGON (Without Transshipment)	PAUL LECAT	On or about 10th Oct.

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HAWAII MARU ... WED. DAY, 11th Oct., at 3 P.M.
* Omitting Manila, Shanghai and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, AND COLOMBO.

"SAIGON MARU" ... T. Yamaguchi ... THURSDAY, 23rd Sept., at 7 A.M.

"LUZON MARU" ... FRIDAY, 6th Oct., at 7 A.M.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, AND BATAVIA

"YERIMO MARU" ... Y. Fueno ... MONDAY, 2nd Oct., at 10 A.M.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

"KALJO MARU" ... SUNDAY, 24th Sept., at 2 P.M.

"OTTOVA MARU" ... WED. DAY, 27th Sept., at 9 A.M.

* Proceeding to Anping, Tamsui and Tamsui.

* Proceeding to Tamsui, Keelung via Swatow and Amoy.

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EASTERN	21st Oct.	On 10th Oct., 11 A.M.
ST. ALBANS		On 10th Nov., 11 A.M.

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